

February 5, 2008

TO: Members of the MAG Management Committee

FROM: Jan Dolan, Scottsdale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, February 13, 2008- 12:00 to 1:00 p.m.  
MAG Office, Suite 200 - Saguaro Room  
302 North 1<sup>st</sup> Avenue, Phoenix

The next Management Committee meeting will be held at the MAG offices at the time and place noted above. Members of the Management Committee may attend the meeting either in person, by videoconference or by telephone conference call. The agenda and summaries are being transmitted to the members of the Regional Council to foster increased dialogue regarding the agenda items between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. Lunch will be provided at a nominal cost.

Please park in the garage under the building, bring your ticket, parking will be validated. For those using transit, Valley Metro/RPTA will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Members are reminded of the importance of attendance by yourself or a proxy. Any time that a quorum is not present, we cannot conduct the meeting. Please set aside sufficient time for the meeting, and for all matters to be reviewed and acted upon by the Management Committee. Your presence and vote count.

c: MAG Regional Council

**MAG MANAGEMENT COMMITTEE  
TENTATIVE AGENDA  
February 13, 2008**

**COMMITTEE ACTION REQUESTED**

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity is provided to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Management Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Approval of Consent Agenda

Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (\*).

3. Information.

4. Recommend approval of the Consent Agenda.

**ITEMS PROPOSED FOR CONSENT\***

\*4A. Approval of January 9, 2008 Meeting Minutes

4A. Review and approval of the January 9, 2008 meeting minutes.

\*4B. Project List for the Arizona Department of Transportation's Safe Routes to School Program

A total of \$1,125,000 statewide is available for projects through the Arizona Department of Transportation's (ADOT) Safe Routes to School Program. The program provides funding to public and non-profit agencies for projects that improve road safety and encourage more grade K-8 children to walk or bike to their neighborhood schools. In

4B. Recommend approval of the ranked list of projects for submission to the Arizona Department of Transportation for the Safe Routes to School Program.

response to the ADOT call for projects announced in November 2007, 18 project applications were submitted to ADOT from the MAG region. The ADOT application review process stipulates that Metropolitan Planning Organizations and Councils of Governments must recommend a ranked list of projects to ADOT by February 28, 2008. On January 22, 2008, the MAG Transportation Safety Committee reviewed all project proposals, and generated a ranked list for consideration by ADOT. Please refer to the enclosed material.

**\*4C. Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2008 Arterial Life Cycle Program, and Material Cost Changes to the ADOT Program**

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2008 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 27, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed Highway administrative modifications and amendments to the FY 2008-2012 TIP are listed in Table A, administrative modifications to the ALCP are listed in Table B, and proposed Transit amendments are listed in Table C. An administrative modification does not require a conformity determination. In addition, Table D notes the material cost change to the ADOT Program. The material cost changes are related to cost increases. The right of way project for I-10: Sarival Road to Dysart Road increased by \$500,000 and the construction project for the US-60: I-10 to Loop 101 increased by \$7,500,000. On January 31, 2008, the Transportation Review Committee recommended approval of the project changes. Please refer to the enclosed material.

**\*4D. Consultant Selection for the Statewide Transportation Survey**

On December 19, 2007, the MAG Regional Council approved conducting a public opinion survey to measure voter attitudes and preferences

4C. Recommend approval of amendments and administrative modifications to the FY 2008-2012 MAG TIP, the FY 2008 Arterial Life Cycle Program, as appropriate, and Regional Transportation Plan 2007 Update, and a material cost change to the ADOT Program as shown in the attached tables.

4D. Recommend that MAG negotiate with WestGroup Research to conduct the Statewide Transportation Survey for an amount not to exceed \$55,000. If negotiations with WestGroup Research are not successful, the panel recommends that MAG

in addressing regional and statewide transportation mobility needs, and that the FY 2008 MAG Unified Planning Work Program and Annual Budget be amended to include \$55,000 for the survey. On January 13, 2008, MAG issued a Request for Proposals to develop and conduct an independent, scientifically valid voter opinion survey. In response, six proposals were received. A multi-agency review team met on February 5, 2008, and recommended to MAG the selection of WestGroup Research to conduct the survey. In addition, the team recommended that if negotiations with WestGroup are not successful, that MAG be directed to negotiate with its second choice, Behavior Research Center. Please refer to the enclosed material.

\*4E. The Interstate 10 - Hassayampa Valley Transportation Framework Study

Since May 2006, the Interstate 10-Hassayampa Valley Transportation Framework Study has been underway for establishing a mobility framework for a significant portion of Maricopa County west of the White Tank Mountains. In August and September 2007, the Management Committee, the Transportation Policy Committee, and Regional Council were provided a briefing on the results and potential recommendations generated on the project. The Transportation Review Committee recommended approval of the Study on January 31, 2008. Please refer to the enclosed material.

\*4F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update. The proposed amendment includes new transit projects for the City of Phoenix

negotiate with its second choice, Behavior Research Center, to conduct the survey.

4E. Recommendation to (1) accept the findings of the Interstate 10-Hassayampa Valley Transportation Framework Study as the surface and public transportation framework for the Hassayampa Valley; (2) adopt the traffic interchange locations for the Interstate-10/Papago Freeway from SR-303L/Estrella Freeway to 459th Avenue; (3) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hassayampa Valley with appropriate planning for non-access crossings of the freeway facilities to facilitate local transportation movements; (4) adopt a new functional classification as a parkway, recognizing the Arizona Parkway as a type of parkway with unique operating characteristics for congestion and air quality planning purposes; (5) accept the findings and implementation strategies as described in the study for inclusion as illustrative corridors in the Regional Transportation Plan; and, (6) recommend the affected jurisdictions within the Hassayampa Valley study area incorporate this study's recommendations into future updates of their general plans.

4F. Consultation.



and a federally-funded pedestrian project for the Town of Gilbert. In addition, an administrative modification includes the repackaging of pre-design, design, and right-of-way projects for Maricopa County improvements to El Mirage Road and changes to the allocation of funding amounts for several City of Scottsdale intersection projects. The amendment includes projects that may be categorized as exempt and minor project revisions that do not require a conformity determination. Comments on the conformity assessment are requested by February 22, 2008. Please refer to the enclosed material.

**\*4G. MAG Human Services Coordination Transportation Plan 2008 Update**

The MAG Human Services Coordination Transportation Plan 2008 Update was developed in collaboration with representatives from 70 agencies, municipalities, companies and residents. The plan addresses progress made since the implementation of the plan in 2007. It also proposes five new strategies. This activity is undertaken in response to a federal requirement affecting all applicants of Section 5310, Section 5316 and Section 5317. The MAG Human Services Technical Committee and Human Services Coordinating Committee recommended approval of the plan in January 2008. Please refer to the enclosed material.

**\*4H. Social Services Block Grant Allocation Recommendations**

Under a planning contract with the Arizona Department of Economic Security (DES), MAG annually researches and solicits input on human services needs in the region. The MAG Human Services Coordinating Committee develops recommendations for which services should be directed to meet these needs through the locally planned dollars under the Social Services Block Grant (SSBG). Services funded by SSBG include assistance to the most vulnerable people in the region, including very low-income children and families, elderly people, victims of domestic violence, homeless people and persons with disabilities. The MAG Human Services Technical

4G. Recommend approval of the MAG Human Services Coordination Transportation Plan 2008 Update.

4H. Recommend approval of the SSBG allocation recommendations for FY 2008-2009 to be forwarded to the Arizona Department of Economic Security.

Committee and the MAG Human Services Coordinating Committee both recommended approval of the recommendations in January 2008. Please refer to the enclosed material.

### ITEMS PROPOSED TO BE HEARD

5. Draft Revised MAG Highway Acceleration Policy

At the September 12, 2007 MAG Management Committee meeting, interested managers were requested to participate in a review of the MAG Highway Acceleration Policy. The working group of managers met on December 5, 2007 and January 30, 2008 and discussed and recommended revisions to the policy. At the January 30, 2008 meeting, the consensus of the working group was to move forward the draft revised MAG Highway Acceleration Policy for consideration and adoption by the MAG Regional Council. Please refer to the enclosed material.

6. Incarceration of Municipal Prisoners Stakeholders Group Update

On May 9, 2007, the MAG Management Committee formed a Stakeholders Group to examine the Maricopa County bookings and prisoner per diem rates and explore possible options to improve the current system. The Stakeholders Group has reviewed and discussed the recently completed Maricopa County's consultant report on the methodology for calculating the prisoner per diem and booking rates, as well as the other s and presentations. As part of this update, Maricopa County Finance staff and their consultant will review the FY 2009 bookings and per diem rates and the findings of the consultant's report. Please refer to the enclosed material.

7. Update on Funding Issues for the MAG 911 System

The Emergency Telecommunications Services Revolving Fund was established to provide funding to public safety agencies for the purchase and maintenance of telephone equipment necessary to respond to emergency calls. In addition, the fund allocates three percent of the amount to administrative costs or fees for consultant services.

5. Discussion and possible action to recommend the adoption of the draft revised MAG Highway Acceleration Policy.

6. Possible recommendation of the options developed by the Incarceration of Municipal Prisoners Stakeholders Group.

7. Information, discussion, and possible action to recommend support of legislation to increase the percentage allowed for administrative costs from three to five percent and to encourage the Legislature to provide a permanent funding source to continue the Community Emergency Notification System.

(Of this, the State 911 Office receives two percent, and the MAG 911 Office shares one percent with the remainder of the state.) Due to the decrease in the monthly rate per phone line over the past three years (37 cents in 2006, 28 cents in 2007, and 20 cents in 2008), the administrative amount has also decreased. In the current legislative session, HB 2381 has been filed to increase the amount for administrative costs from three percent to five percent. This will allow the MAG 911 Office to retain the staff required for continuous updating of wireless mapping.

Another component of the region's emergency communications is the Community Emergency Notification System (CENS), which telephones residents with warnings and instructions about how they should react to emergency situations in their area. The fund, which has supported CENS since its inception, will be depleted by the end of FY 2008 (June 30, 2008). Both the MAG 911 PSAP Managers and the MAG 911 Oversight Team have indicated their support for continuing the CENS program. Please refer to the enclosed material.

8. Legislative Update

An update will be provided on legislative issues of interest. Please refer to the enclosed material.

9. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

8. Information, discussion and possible action.

9. Information.

### INFORMATION ITEMS

### PROPOSED NOT TO BE HEARD

10. Development of the FY 2009 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in

10. Information.

conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in April and approved by the Regional Council in May. To provide an early start in developing the Work Program and Budget, this presentation is an overview of MAG's draft proposed new projects for the FY 2009 Work Program. The updated draft budget time line and estimated dues and assessments are included in the budget s. Please refer to the enclosed material.

11. Status of Local Sponsored Federal Funded Projects

A report has been written on the status of local sponsored federal funded projects for FY 2008. This item was on the January 31, 2008 Transportation Review Committee's agenda for information and discussion. Please refer to the enclosed material.

12. MAG Regional Economic Summary

Changes in a number of economic factors are having a significant impact on the level of activity and fiscal conditions on the State of Arizona and the region. Employment growth has slowed to about one percent, after growing by more than five percent the previous year. The State of Arizona's individual income tax collections are down about one percent year-to-date, with sales (transaction privilege) tax collections slightly down also. Overall, current estimates suggest that the State of Arizona has a shortfall between \$850 to \$970 million, or roughly eight percent of the State budget. A report compiled by MAG highlights changing conditions in the economy, tax revenues, and commodity and labor costs related to public infrastructure projects. Please refer to the enclosed material.

11. Information.

12. Information.

MINUTES OF THE  
MAG MANAGEMENT COMMITTEE MEETING  
January 9, 2008  
MAG Office Building - Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

- |   |  |
|---|--|
| # Jan Dolan, Scottsdale, Chair          | Darryl Crossman, Litchfield Park           |
| Charlie McClendon, Avondale, Vice Chair | # Scott Butler for Christopher Brady, Mesa |
| # Matthew Busby for George Hoffman,     | Jim Bacon, Paradise Valley                 |
| Apache Junction                         | Terry Ellis, Peoria                        |
| Jeanine Guy, Buckeye                    | Frank Fairbanks, Phoenix                   |
| * Jon Pearson, Carefree                 | # John Kross, Queen Creek                  |
| * Usama Abujbarah, Cave Creek           | # Bryan Meyers, Salt River Pima-Maricopa   |
| # Mark Pentz, Chandler                  | Indian Community                           |
| Dr. Spencer Isom for B.J. Cornwall,     | Michelle Lehman for Jim Rumpeltes,         |
| El Mirage                               | Surprise                                   |
| Alfonso Rodriguez, Fort McDowell        | # Charlie Meyer, Tempe                     |
| Yavapai Nation                          | * Reyes Medrano, Tolleson                  |
| # Kate Zanon, Fountain Hills            | # Gary Edwards, Wickenburg                 |
| * Lynn Farmer, Gila Bend                | # Mark Hannah for Lloyce Robinson,         |
| Joseph Manuel, Gila River Indian        | Youngtown                                  |
| Community                               | # Dale Buskirk for Victor Mendez, ADOT     |
| George Pettit, Gilbert                  | # Kenny Harris for David Smith,            |
| * Ed Beasley, Glendale                  | Maricopa County                            |
| # Brian Dalke, Goodyear                 | Chris Curcio for David Boggs,              |
| # Mark Johnson, Guadalupe               | Valley Metro/RPTA                          |

- \* Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

1. Call to Order

The meeting was called to order by Chair Jan Dolan at 12:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

A roll call attendance was taken.

Chair Dolan introduced and welcomed two new members to the Committee: Jim Bacon from Paradise Valley, and Charlie Meyer from Tempe.

Chair Dolan noted that previously faxed material for agenda item #4C was at each place.

Chair Dolan stated that transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage.

3. Call to the Audience

Chair Dolan stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair Dolan noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations.

Chair Dolan recognized public comment from Dianne Barker, who expressed her belief in multimodal transportation. She said that the challenge this year, even more than Proposition 400, will be a statewide transportation plan that will go before voters. Ms. Barker stated that she and other citizens will make sure that all modes are adequately represented in the statewide plan. She commented that exempt projects under the standards might not be exempt because of bottlenecks and accidents that create bigger PM-10 and CO violations. Ms. Barker commented on open meetings and an Attorney General's opinion that was in the newspaper. She said that legislation says that MAG committee members can respond to criticism on the spot, refer the item to staff to handle, or ask that it be put on an agenda. Ms. Barker stated that good ideas come from citizens and they should not just be tolerated. Chair Dolan thanked Ms. Barker for her comments.

4. Approval of Consent Agenda

Chair Dolan stated that agenda items #4A, #4B, #4C, #4D, #4E, #4F, and #4G were on the consent agenda. Chair Dolan reviewed the public comment guidelines for the consent agenda. Mr. Smith noted that no public comment cards had been received. Chair Dolan asked if any member of the committee had questions or a request to have a presentation on any consent agenda item.

Ms. Lehman moved that agenda item #4G be removed from the consent agenda. Mr. Pettit seconded.

Mr. Pettit moved to recommend approval of consent agenda items #4A, #4B, #4C, #4D, #4E, and #4F. Mr. McClendon seconded, and the motion carried unanimously.

4A. Approval of November 7, 2007 Meeting Minutes

The Management Committee, by consent, approved the November 7, 2007 meeting minutes.

4B. Consultant Selection for the Performance Measurement Framework and Congestion Management Update

The Management Committee, by consent, recommended that PBS & J be selected to conduct the Performance Measurement Framework and Congestion Management Update for an amount not to exceed \$550,000. The FY 2008 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2007, includes the Performance Measurement Framework and Congestion Management Update. The Framework and Update will provide the MAG region with reports, strategies, and planning tools that measure performance and congestion of the transportation system at various levels. A request for proposals (RFP) was advertised in November 2007. Three proposals were received and reviewed by a multi-agency proposal evaluation team. On December 17, 2007, the evaluation team interviewed firms and recommended to MAG the selection of PBS & J to conduct the Framework and Update for an amount not to exceed \$550,000.

4C. Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG TIP, and Material Change to the ADOT Program

The Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2008-2012 MAG TIP, as appropriate, to the Regional Transportation Plan 2007 Update, and a material change to the ADOT Program as shown in the attached tables. The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments and administrative modifications to highway projects in the FY 2008-2012 TIP are listed in Table A, and the administrative modification to transit projects in the FY 2008-2012 TIP is listed in Table B. Since the Transportation Review Committee recommended approval of the list, there have been two additional projects added to the list: DOT08-841 and TMP08-603. The amendment includes projects that may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination. In addition, Table C notes the material change to the ADOT Program.

4D. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment includes the addition of seven federally-funded Hazard Elimination Safety and Transportation Enhancement projects. The amendment also includes one new project and several minor project changes for the Arizona Department of Transportation in FY 2008. The amendment includes projects that may be categorized as exempt and minor project revisions that do not require a conformity determination. In addition, MAG is conducting consultation on a conformity assessment for a City of Goodyear project-level conformity determination for a park-and-ride facility located at the northwest corner of Interstate-10 and Dysart Road. Comments on the conformity assessments were requested by January 25, 2008. This item was on the agenda for consultation.

4E. Upcoming Human Services Grant Opportunities

Every year, MAG facilitates two different application processes to support homeless assistance programs as well as agencies that transport older adults and people with disabilities. The application competition for Section 5310 funds to support agencies that transport older adults and people with disabilities has been opened by the Arizona Department of Transportation. The U.S. Department of Housing and Urban Development (HUD) is expected to release the Stuart B. McKinney applications to support homeless assistance programs in the next few months. This item is presented to make member agencies aware of the opportunities for funding and to offer technical assistance throughout the process.

The MAG Continuum of Care Regional Committee on Homelessness submits a consolidated application to the U.S. Department of Housing and Urban Development (HUD) for Stuart B. McKinney funds to support homeless assistance programs. Each year, the region receives record breaking awards. Last year, the region received more than \$20 million. Typically, new applications are limited by HUD to permanent housing projects that serve chronically homeless people. HUD is expected to release the application in March.

The MAG Elderly and Persons with Disabilities Transportation Program Committee prepares a priority listing of applications for the Arizona Department of Transportation (ADOT) for Section 5310 funds. This funding source provides vans, radio equipment, and software to nonprofit agencies, municipalities and tribes transporting older adults and people with disabilities. Last year, mobility management funds were made available for the first time to assist agencies in coordinating programs. The due date for the applications is February 11, 2008 at noon. This item was on the agenda for information.

4F. Discussion of the Development of the FY 2009 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. This overview of MAG's draft Dues and Assessments for FY 2009 provides an opportunity for early input into the development of the Work Program and Budget. This item was on the agenda for information.

4G. Draft MAG 208 Water Quality Management Plan Comprehensive Amendment for the Town of Buckeye

This item was removed from the consent agenda.

The Town of Buckeye has requested that MAG amend the 208 Water Quality Management Plan to incorporate the changes outlined in the Comprehensive Amendment for the Town of Buckeye. The amendment proposes 18 wastewater treatment facilities to serve the Town of Buckeye Municipal Planning Area (MPA) including five of the six existing facilities, six planned facilities, and seven future facilities. The ultimate proposed capacity for the Town of Buckeye MPA would be 241.2 million gallons per day. The Town plans to maximize opportunities for



reuse and recharge of treated effluent from the facilities. In addition, each of the 18 facilities has or may obtain an Arizona Pollutant Discharge Elimination System Permit for discharges into Waters of the United States. The project is within three miles of the towns of Gila Bend and Wickenburg, cities of Glendale, Goodyear, and Surprise, and unincorporated Maricopa County. Five of the six entities have indicated no objections. The City of Surprise has indicated that it opposes this plan only due to a boundary issue. The public hearing on the draft amendment was conducted on December 13, 2007. Following the hearing, the MAG Water Quality Advisory Committee recommended approval of the Draft 208 Plan Amendment.

Ms. Lehman stated that the City of Surprise has indicated that it opposes this amendment only due to an ongoing boundary dispute between the City of Surprise and the Town of Buckeye. She explained that Surprise feels this passes over the boundary into the Surprise planning area.

Ms. Guy stated that she wanted to reiterate that this is a boundary issue, not a technical issue. Ms. Guy noted that the surrounding jurisdictions are in support of the amendment. She stated that the Town of Buckeye would like this amendment to move forward.

Chair Dolan asked if the boundary issue would be worked out. Ms. Guy replied that they were continuing to work on that.

Mr. Dalke moved to recommend approval of the Draft MAG 208 Water Quality Management Plan Comprehensive Amendment for the Town of Buckeye. Mr. Pentz seconded, and the motion passed, with Ms. Lehman voting no.

5. MAG Federal Funding Process Update

Eileen Yazzie, MAG Transportation Programming Manager, addressed the Committee on the MAG Federal Fund program that utilizes Congestion Mitigation and Air Quality funds (CMAQ). Ms. Yazzie stated that a competitive application process is conducted annually for PM-10 certified street sweepers, pave unpaved road projects, bicycle projects, pedestrian projects, and Intelligent Transportation Systems (ITS) projects. Ms. Yazzie advised that other funds are available, and they are programmed through the life cycle process.

Ms. Yazzie stated that projects funded with federal funds have strict requirements for design, environmental, right of way, and the bid process. She advised that construction projects require at least 18-24 months of prior clearance work, and there is a federal requirement to spend funds authorized that year through closeout.

Ms. Yazzie then reviewed the annual schedule related to federally funded projects. She said that from August to January, the competitive application process is conducted through the MAG committee process, followed by the MAG closeout process that is conducted through the MAG committee process from March to July. Ms. Yazzie stated that from February to June, the new TIP is modeled for transportation and air quality, and its approval is considered through MAG committee process. Ms. Yazzie reviewed the allocation of MAG federal funds in the Regional Transportation Plan by mode.

Ms. Yazzie stated that a need was demonstrated to have a review of the process for federal funds, including the closeout process and the MAG federal fund program. She said that a Working Group has been meeting to familiarize member agency staff with the funding process and to discuss improvements that might be made to the process. The goal of the process is to ensure that it is consistent with the provisions of the guidance provided by the Federal Highway Administration and is clearly articulated to the MAG member agencies. Chair Dolan thanked Ms. Yazzie for her presentation and asked members if they had any questions.

Mr. Isom expressed the appreciation of the City of El Mirage to MAG for the efforts to improve MAG's federal funding process. He indicated that to El Mirage, this is a critical step toward preventing what happened to them this past year. Mr. Isom stated that the end result of the improvements should mirror the FHWA guidelines regarding the local and regional administration of CMAQ funding set forth in October 2006. He said that the guidelines say the process should be transparent, in writing, be publicly available, identify the agencies that rate the projects, clarify with specificity how projects are rated, name the committees that make the final recommendations to the Board, clearly identify the basis for rating the projects, including the emissions benefits, cost effectiveness, congestion relief, greenhouse gas reduction, safety, system preservation, access to opportunities, sustainable development in freight, reduction of reliance on the single occupant vehicle, and multimodal benefits. Mr. Isom suggested adding to the guidelines the rotation of chairs so as not be caught up in what could be viewed as political. Mr. Isom said that as a newcomer to the Valley from Snowflake, AZ, it appeared that there is a division between the East and West Valleys. He suggested everyone view the region as an entire Valley and not as east or west. Mr. Isom expressed his hope that the Management Committee would join him in giving direction to MAG that the efforts to improve MAG in the federal funding process be consistent with and closely adhere to the FHWA guidelines. He stated that he recognized there may be great diversity of opinions with the way the El Mirage application was handled in this funding cycle. Mr. Isom commented that what they experienced indicated that changes to the process are overdue. Mr. Isom expressed thanks to MAG for taking the initiative to improve the process and asked the Management Committee to support MAG's continuing effort to improve the existing process.

Dennis Smith, MAG Executive Director, noted that MAG has presented a transportation plan to the public and needs to adhere to the direction given by the citizens of Maricopa County on how the funds are allocated to modes. Mr. Smith stated that MAG follows federal guidelines. This was not to mean that the process could not be improved, and that is why the federal funding programming workshop process started in March. He stated that recommendations from the workshop will be brought back to the Management Committee for review.

Mr. Pettit expressed his appreciation for Mr. Isom's comments about following guidelines, but to reinforce Mr. Smith's comments, MAG needs to follow the direction of the voters and public policy. Mr. Pettit stated that he was under the impression that MAG staff follows federal guidelines and securing information. He said that they look forward to whatever they could do to improve the process in terms of the obligations of applicants, evaluation staff, and elected officials as they make decisions.

6. Programming of Projects for MAG Federal Funding in the Draft FY 2009-2013 MAG Transportation Improvement Program

Ms. Yazzie addressed the Management Committee on the projects recommended for MAG federal funds for FY 2009, FY 2010, and FY 2013. She explained the process for project submission and review and recommendation through the MAG committee process.

Ms. Yazzie stated that four categories are programmed with CMAQ funds: bicycle and pedestrian, arterial and ITS projects, paving unpaved roads, and other air quality projects. She noted projects submitted for evaluation: 17 bicycle/pedestrian projects were submitted for FY 2013 CMAQ funds, with 12 recommended by the Bicycle and Pedestrian committee; Seven Arterial/ITS projects were submitted for FY 2009 CMAQ funds, with seven recommended by the ITS Committee; 17 ITS projects were submitted for FY 2013 CMAQ funds, with 15 recommended by the ITS Committee; Six paving unpaved roads projects were submitted for FY 2010, with four projects recommended by the Transportation Review Committee; Six air quality projects were submitted for FY 2013 funds, with six recommended by the Air Quality Technical Advisory Committee. Chair Dolan thanked Ms. Yazzie for her report. Mr. Smith noted that no public comment cards had been submitted for this item.

Mr. Smith stated that there has been considerable discussion on this item. He stated that as Executive Director, he wanted to clarify that if a problem with an application is noticed, staff will call the jurisdiction. Mr. Smith stated that staff called El Mirage and requested that they revise their application and bring copies to the Bicycle/Pedestrian Committee meeting. Mr. Smith stated that El Mirage did exactly what staff asked. At the meeting, the committee voted that the El Mirage application was incomplete. Mr. Smith advised that MAG's mistake was not informing the committee that El Mirage did what staff had requested of them.

Mr. Isom expressed his appreciation for Mr. Smith's comments. He stated that El Mirage experienced difficulties with this CMAQ funding cycle, beginning with the Bicycle/Pedestrian committees. Mr. Isom reported that El Mirage submitted its application in a timely fashion. MAG staff asked them to consider reducing the amount of the request. He said that El Mirage agreed to reduce a four-trail request of \$3.6 million to a single-trail request of \$1.9 million. Mr. Isom reported that MAG staff also asked for minor revisions to the language in the application, which they did. He said that the revised application was completed and on time. Mr. Isom stated that the Chair of the committee asked the El Mirage representative if the City would accept \$675,000, and the representative indicated they would like the evaluation process to dictate the award. Mr. Isom said that the Chair said she was deeming the application incomplete. He stated that the application submitted to the Bicycle/Pedestrian committees in the present form was complete on that day. Mr. Isom stated that there is no rationale for the selection of awards, and there were no presentations of the projects to the committees. Mr. Isom stated that this year, the process is not as transparent as many would like to see it. He commented that there has been no clarification as to why their application was deemed incomplete and on what authority that determination was made. Mr. Isom asked how the application could be complete enough for a \$675,000 offer, but not complete enough to be considered through the selection process. He asked members to join him in requesting clarification by sending the projects back to the Bicycle/Pedestrian committees for reconsideration. Mr. Isom advised that he had asked Dennis Smith, who indicated it was a

reasonable request and would not impact the TIP's air quality conformity analysis process. Mr. Isom requested that the Management Committee humor him as a newcomer. He commented that there is nothing wrong with checking ourselves.

Mr. Isom moved to recommend the bicycle and pedestrian projects under consideration be returned to the Bicycle/Pedestrian committees for consideration and presentations, giving attention to the completeness of all applications and stating with clarity the basis for disqualifications as well as criteria used for establishing a new recommendation for awards, in accordance with the FHWA guidelines. Further, recommend approval of the rest of the projects on the attached tables be added to the MAG federally funded program and to the FY 2009-2013 transportation program.

Mr. Isom stated that this should not be a popularity contest, but an award of public dollars under a well-respected and well-run program. He said to Mr. Smith that he and his staff were doing a great job.

Mr. McClendon seconded the motion.

Mr. Smith noted that MAG staff has not taken a position on this, and clarified that it was a vote of the Bicycle and Pedestrian committees that determined that the El Mirage application was incomplete. Ms. Yazzie stated that was correct. She said that she thought part of the reason was that part of the descriptive information in the application was lacking and a map showing the trails was unclear. Mr. Smith asked Ms. Yazzie if that was the original application. Ms. Yazzie replied that it was. Mr. Smith asked if the revised application they brought into the meeting was considered. Ms. Yazzie replied that it was not.

Mr. Ellis stated that there was a motion on the table. Chair Dolan stated that it was appropriate to have clarification of the facts and then have discussion.

Ms. Yazzie read from the minutes that four committee members voted to accept the El Mirage application and eight voted to reject it. Chair Dolan asked if that occurred on the submission due date. Ms. Yazzie replied that was correct.

Mr. Isom stated that the Management Committee was receiving a mixed message and he was concerned about Ms. Yazzie's position at this point. He stated that it is appropriate for MAG as the MPO to ask for clarification. Mr. Isom stated that El Mirage submitted its original application that included four trails, but at MAG's request, reduced the request and clarified the description. Mr. Isom said that there is nothing wrong with the Management Committee sending back the applications to the committees for clarity. Mr. Isom stated that he was extremely concerned that this was a popularity contest. He commented that this is an application process with federal funds, and added that it was never said that this application was late and therefore would not be considered.

Chair Dolan thanked Mr. Isom for his comments. She said that the City of Scottsdale is very independent, as are all of the other cities, and indicated that members would act professionally and not politically.

Mr. Pettit commented that Mr. Isom inferred that no rating or ranking criteria was applied to the applications that were received, either complete or incomplete. He asked if any other projects, with the exception of one from Phoenix, were funded 100 percent. Ms. Yazzie explained that there are three components that went into the scores: 1) The information from the application. 2) The Air Quality Technical Advisory Committee CMAQ effectiveness scores. 3) The scores from the Bicycle/Pedestrian committees. Ms. Yazzie noted that Glendale and Mesa projects received 100 percent funding, although some received less than 100 percent. Mr. Pettit asked if some projects received zero percent funding. Ms. Yazzie replied that two Gilbert projects, one Phoenix project, and one Mesa project did not get funded.

Mr. Ellis asked if there were any negative consequences to delaying action on these projects. Mr. Smith replied that delay could be accommodated because the projects are conformity neutral projects. He added that this could be included on the next Bicycle/Pedestrian agenda upon direction of the Management Committee and approval of the Committee Chair.

Chair Dolan clarified that if the projects were sent back to the Bicycle/Pedestrian committees, the recommendation from the Bicycle/Pedestrian committees would be forwarded to the Transportation Review Committee and the Management Committee. Mr. Fairbanks departed the meeting.

Mr. Pentz expressed concern that returning recommendations to committees could be setting a precedent that if a community does not get its project funded they can seek to have everything sent back for reconsideration.

Chair Dolan asked staff to provide a review of the debate at the Transportation Review Committee on this issue. Ms. Yazzie stated that this was extensively discussed at the Transportation Review Committee meeting. She said that two motions were made. The first motion, which failed by a vote of 7 yes and 14 no, was to table the Bicycle/Pedestrian recommendations and form a working group. The second motion, which passed unanimously, was to recommend approval that the projects be added to the MAG Federal Fund Program and to be added to the Draft FY 2009-2013 MAG Transportation Improvement Program.

Mr. Kross asked for clarification that the motion on the table is to recommend that all of the Bicycle/Pedestrian projects would be returned to the committee for reconsideration. Ms. Yazzie replied that was correct. Mr. Kross asked Mr. Isom if El Mirage's original or revised application would be submitted. Mr. Isom replied that El Mirage submitted its application in accordance with MAG instructions. He advised that El Mirage would not change the application that had been submitted to date. Mr. Kross commented that it seemed this was a due process argument rather than an argument that the application was not being considered on its merits.

Scott Butler stated that he would like to offer the perspective of a TRC member. He noted that the issue raised at Management Committee is the same issue raised at TRC, where it was discussed extensively. Mr. Butler stated that the City of Mesa's concern is that if a community does not like the recommendations it could refer the recommendation back to the committee. Mr. Butler expressed concern for setting a precedent that would be dangerous to the entire MAG organization. He stated that many times, the City of Mesa's projects do not get funded at all or not funded completely. They learn from that and come back the next year with a stronger and

improved application. Mr. Butler stated that he heard the comment to “just humor him,” but MAG operates on facts. He urged that the Management Committee not support the motion, after the TRC has thoroughly vetted the issue and the member agencies’ transportation professionals voted to move this forward. Mr. Butler stated that the City of Mesa would vote no on the motion on the table.

Mr. Rodriguez said that he believed that when the process is incomplete or is flawed there is no remedy. Mr. Rodriguez stated that this case is an example of something that was overlooked, and the Management Committee was at the level to solve the problem. He expressed his support for the motion.

Mr. Isom stated that he could not say it better than Mr. Rodriguez. He stated that this was an opportunity for the Management Committee to re-evaluate what happened and let the process occur so there are no questions. Mr. Isom stated that improving the process could begin today.

With no further discussion of the motion, a roll call vote was taken. The motion failed by a vote of 10 yes, 13 no, and two abstentions.

Mr. Pettit moved to recommend approval of the projects listed in the attached table to be added to the MAG Federal Fund Program and to be added to the Draft FY 2009-2013 MAG Transportation Improvement Program. Mr. Kross seconded. Mr. Fairbanks rejoined the meeting.

Mr. Isom moved to amend to the motion to add the end of the motion to continue improving the process with close adherence to FHWA guidelines be closely followed and future processes be extremely transparent. Chair Dolan noted that the amended motion failed because it lacked a second.

The vote on the motion passed, with Mr. Isom voting no and RPTA abstaining.

7. MAG Human Services Resource Assessment Project

Amy St. Peter, MAG Human Services Manager, provided a report on the MAG Human Services Resource Assessment Project. She explained that the project is a tool for policy and program development to address human services issues. Ms. St. Peter stated that the MAG Human Services Resource Assessment Project was developed by the MAG Human Services Coordinating Committee. She explained that the project consists of an index that measures the demand for human services through five factors: foreclosure rates, population, older adults accessing state services, families receiving welfare, and check cashing stores. She noted that the maps included in the agenda packet reflected each of these factors by zip code, plus a composite map. Ms. St. Peter stated that it is important to know the demand for human services in order to prioritize resources.

Ms. St. Peter stated that based in part on foreclosures, the report found that the demand for human services is growing more quickly in the southwest valley than the northeast valley. She advised that upon approval, the Human Services Resource Assessment Project would be made available for policy and program development. Ms. St. Peter stated that additional research

would need to be conducted to gain knowledge of which programs offer the best return on the investment. The map and index would be updated annually to compare trends. She expressed appreciation to the MAG Human Services Coordinating Committee, the MAG Human Services Technical Committee, and the Arizona State University School of Planning for providing the intern who worked on the project. Chair Dolan thanked Ms. St. Peter for her report and asked members if they had questions.

Mr. Fairbanks commented that at the bottom of the charts is the statement that the maps reflect service provision, not unmet need, yet the data are rolled up into an index of need. He stated that the maps show Tempe has greater needs than Guadalupe. Ms. St. Peter replied that the index contains indicators that reflect both unmet need, as represented by foreclosures for example, and met need, as represented by service provision by the Arizona Department of Economic Security, for example. She stated that the demand for human services, whether that demand has been met or remains unmet, is still of concern. For example, a demand that is being met by a service will be a policy issue because of the funding requirements for the corresponding program. Ms. St. Peter advised that needs that are unmet will offer policy concerns as new programs or responses are developed to address that need. The indicators are rolled up into one index because they represent different facets of the demand for human services in the region. Ms. St. Peter noted that the strength of the index is that it is based on five different indicators because not one indicator could accurately portray the demand for human services as well. Ms. St. Peter offered to research his question about Tempe and Guadalupe and follow up with him.

Chair Dolan asked Mr. Fairbanks if his concerns had been addressed. Ms. St. Peter noted that staff would be glad to address any concerns. She advised that the report includes a lot of technical knowledge and they are trying to make it easily accessible to everyone.

Mr. Smith asked if delaying this item until questions were answered would be a concern. Ms. St. Peter replied that they did not have a hard deadline. Mr. Fairbanks indicated that he did not want to delay moving the report forward.

Mr. Pettit moved to recommend approval of the MAG Human Services Resource Assessment Project. Mr. McClendon seconded, and the motion carried unanimously.

8. Update on MAG Managers Forum

Alana Chávez, MAG Management Analyst, addressed the Committee on plans for holding a MAG Manager's Forum. Ms. Chávez stated that there are many new members on the Management Committee and the purpose of the Forum is to address relationship building and working together regionally through the use of Appreciative Inquiry. She stated that the Forum tentatively has been scheduled for Friday, March 14, 2008, at the Virginia G. Piper Auditorium, University of Arizona College of Medicine, in downtown Phoenix. The Forum is being planned as a half day event that will include a breakfast networking session and Appreciative Inquiry exercises. Ms. Chávez stated that this will be followed by a luncheon where the speaker is Dr. Jim Johnson, from the University of North Carolina, Chapel Hill. Ms. Chávez mentioned that she had received notification of a potential conflict with Spring Break and would like members to let her know if this date works for them. She added that the speaker is committed for the March 14th date, but staff will ask him to modify his plans if necessary.

Chair Dolan expressed that because there are so many new Management Committee members, this would be a beneficial process.

Mr. Ellis stated that he thought the Forum was a good idea and expressed his thanks for thinking of it. He asked for more detail on Appreciative Inquiry. Mr. Smith stated that Appreciative Inquiry was developed out of Case Western Reserve. He said that it is a method where an organization identifies the values in place at the time when the organization operated at its best, and incorporates those values when moving forward. Mr. Smith added that the technique gives power to the positive and not to the negative. He stated that MAG was at its best in Proposition 400 when everyone came together and accomplished a great plan.

Mr. Smith stated that the Management Committee will be asked to fill out a profile and include their best practices. Ms. Chávez noted that staff was preparing the profile that would be sent the beginning of February allowing one month to prepare and submit the materials back to MAG staff. Mr. Smith stated that they will do a test run of the profile with a couple of managers to ensure it is relevant.

9. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mr. Kross, Chair of the Air Quality Technical Advisory Committee, expressed his appreciation to MAG staff, in particular the Environmental Division staff, for their efforts on the PM-10 plan. He commented that this was tremendously hard work, very complicated and detailed, and was very helpful to the committee. Chair Dolan also extended her appreciation to the Environmental Division.

Mr. Ellis noted the passing of Joseph DeBolske, the grandson of Jack DeBolske, in the bus crash in Utah. He stated that Mr. DeBolske has long been a supporter of local government and asked that people keep the family in their thoughts and prayers. Chair Dolan added that Joseph was a high school student in Scottsdale.

There being no further business, the meeting adjourned at 1:20 p.m.

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Secretary

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Chairman



## ***MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review***

**DATE:**

February 5, 2008

**SUBJECT:**

Project List for the Arizona Department of Transportation's Safe Routes to School Program

**SUMMARY:**

Many of us remember a time when walking and bicycling to school was a part of everyday life. In 1969, about half of all students walked or bicycled to school. Today, however, the story is very different. Fewer than 15 percent of all school trips are made by walking or bicycling, one-quarter are made on a school bus, and over half of all children arrive at school in private automobiles.

This decline in walking and bicycling has had an adverse effect on traffic congestion and air quality around schools, as well as pedestrian and bicycle safety. In addition, a growing body of evidence has shown that children who lead sedentary lifestyles are at risk for a variety of health problems such as obesity, diabetes, and cardiovascular disease. Safety issues are a big concern for parents, who consistently cite traffic danger as a reason why their children are unable to bicycle or walk to school.

The purpose of the Federal Safe Routes to School (SRTS) Program, established in SAFETEA-LU, is to address these issues head on. At its heart, the SRTS Program empowers communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available, through state Departments of Transportation for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

To this end, the Safe Routes to School Program was created to accomplish three goals: 1) to enable and encourage children, including those with disabilities, to walk and bicycle to school; 2) to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and 3) to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution near schools. The program hopes to accomplish this by providing funds for schools and communities to implement infrastructure projects (such as sidewalk improvements, trails, and 'traffic calming') and non-infrastructure projects (such as education campaigns, safety training, law enforcement efforts, and promotional giveaways).

The Arizona Department of Transportation (ADOT) is administering the state's Safe Routes to School Program and announced the second cycle/call for projects in November 2007. Awards in this cycle will be made to both infrastructure and non-infrastructure safety improvement projects. A total of \$850,000 has been made available by ADOT for infrastructure-based projects, with the maximum award for a single project limited to \$250,000. A total of \$250,000 has been made available for non-infrastructure projects, with the maximum award for a single project limited to \$45,000. Safe Routes to School is a reimbursement program. Selected applicants will be entitled to request reimbursements from ADOT for an amount agreed upon at the time of selection.

The ADOT application review process stipulates that Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs) must provide ADOT with a ranked list of project applications from their regions as the MPO/COG recommendation. This ranking will be considered when all applications are reviewed as part of the statewide selection process. A total of 19 infrastructure project applications

and 16 non-infrastructure project applications have been received by ADOT. The MAG region has generated eight infrastructure project applications and ten non-infrastructure project applications (see Attachment One). The project selection by ADOT is expected to be finalized by March 2008.

**PUBLIC INPUT:**

None has been received.

**PROS & CONS:**

PROS: The successful implementation of Safe Routes to School programs, projects and activities across the MAG region is likely to lead to more kindergarten through eighth grade students walking and bicycling to their schools, a safer road traffic environment on school access routes for all pedestrians and bicyclists.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: None.

POLICY: Since this is a new national program, with funds for safety improvement projects to be made available each year by ADOT, there is a potential need for future staff resources to administer School Traffic Safety Programs at MAG member agencies.

**ACTION NEEDED:**

Recommend approval of the ranked list of projects for submission to the Arizona Department of Transportation for the Safe Routes to School Program.

**PRIOR COMMITTEE ACTIONS:**

The MAG Transportation Safety Committee conducted a detailed review of all 18 project applications and unanimously approved recommendation of the two ranked lists of proposed projects as shown in Attachment One, at their January 22, 2008 meeting.

**MEMBERS ATTENDING**

Kerry Wilcoxon, City of Phoenix, Chairman	Jennifer Brown, FHWA
Linda Gorman, AAA Arizona	* Chris Lemka, City of Glendale
Tom Burch, AARP	Julian Dresang, City of Tempe
Kohinoor Kar for Reed Henry, ADOT	Amy Lattimer for Linda Mendyka, Governor's
* Doug Dobson, City of Apache Junction	Office of Highway Safety
** TBD, ASU	Ernest Rubi for Chris Plumb, Maricopa County
Kelly LaRosa, City of Avondale	Renate Ehm, City of Mesa
Martin Johnson, City of Chandler	* William Mead, Town of Paradise Valley
Lt. Mike Lockhart, DPS	* Jamal Rahimi, City of Peoria
Stephanie Prybyl for Ken-Ichi Maruyama,	Paul Porell, City of Scottsdale
Town of Gilbert	Carol Ketcherside, RPTA
Hugh Bigalk for Luke Albert, City of Goodyear	Robert Maki, City of Surprise

\* not present

\*\* TBD Appointment pending

**CONTACT PERSON:**

Sarath Joshua, MAG, (602) 254-6300.

**(1) Recommended List of Non-Infrastructure SRTS Projects**

<b>Rank</b>	<b>Project Name</b>	<b>Lead Agency</b>	<b>\$ Requested</b>
<b>1</b>	Safe Routes to School 5E's Program Development Project	Town of Gilbert	\$ 45,000.00
<b>2</b>	Banner Children's Injury Prevention Program	Banner Children's Hospital	\$ 45,000.00
<b>3</b>	Walk and Roller - John F Kennedy, C.O, Greefield, Houston Elementary	Maricopa County Dept of Health	\$ 43,958.00
<b>4</b>	Safe, Healthy and Active Schools Project - Salt River Elementary	SRPMC School	\$ 19,613.00
<b>5</b>	Walk/Bike to School Encouragement Program - Coyote Hills, Sky View, Terramar, West Wing, Oakwood Elementary	City of Peoria	\$ 15,000.00
<b>6</b>	Safe Routes to School Parent Involvement Program Project - Dream Summit, Barbara B. Robey, Scott L. Libby, Nadaburg, Aguilar, Fuller Elementary	Arizona Parents and Teachers Association	\$ 42,336.00
<b>7</b>	Walking School Bus Program - Michell Elementary	Isaac School District	\$ 14,480.00
<b>8</b>	Mountain View On the Move Project - Mountain View Elementary	Mountain View & Washington Elementary Schools	\$ 44,100.00
<b>9</b>	Safe Routes to School Coordinator	City of Scottsdale	\$ 40,500.00
<b>10</b>	Safe Routes to School Program	SABIS International School of Phoenix	\$ 45,000.00

**(2) Recommended List of Infrastructure SRTS Projects**

<b>Rank</b>	<b>Project Name</b>	<b>Lead Agency</b>	<b>\$ Requested</b>
<b>1</b>	Knox Road Traffic Calming-Knox Elementary School	City of Chandler	\$243,972.24
<b>2</b>	School Crosswalk Enhancement-Michael Anderson, Garden Lakes, Rancho Santa Fe Schools	City of Avondale	\$219,746.00
<b>3</b>	Sidewalk & Crossing Improvement-Chaparral, Gilbert and Greenfield Elementary schools	Town of Gilbert	\$249,220.00
<b>4</b>	Salt River's Safe and Active Schools Infrastructure Project-Salt River Elementary School	SRPMC School	\$245,282.40
<b>5</b>	Sidewalk for Mitchell School's Safe Route	City of Phoenix	\$250,000.00
<b>6</b>	Adobe Road Complete Streets project-Entz Elementary School	City of Mesa	\$250,000.00
<b>7</b>	Vulture Peak Crossing-Vulture Peak Middle School	Town of Wickenburg	\$ 13,250.00
<b>8</b>	Hassayampa Elementary School Project	Town of Wickenburg	\$136,100.00

## ***MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review***

**DATE:**

February 5, 2008

**SUBJECT:**

Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2008 Arterial Life Cycle Program, and Material Cost Changes to the ADOT Program

**SUMMARY:**

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2008 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 27, 2007.

Since that time, there have been requests from member agencies to modify projects in the programs. The proposed Highway administrative modifications and amendments to the FY 2008-2012 TIP are listed in Table A, administrative modifications to the ALCP are listed in Table B, and proposed Transit amendments are listed in Table C. In addition, Table D notes the material cost changes to the ADOT Program. The material cost changes are related to cost increases. The right of way project for I-10: Sarival Road to Dysart Road increased by \$500,000 and the construction project for the US-60: I-10 to Loop 101 increased by \$7,500,000.

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination, but a consultation process will be followed to confirm this.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: Approval of this TIP amendment will allow the projects to proceed in a timely manner.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment request is in accord with all MAG guidelines.

**ACTION NEEDED:**

Recommend approval of amendments and administrative modifications to the FY 2008-2012 MAG TIP, the FY 2008 Arterial Life Cycle Program, as appropriate, and Regional Transportation Plan 2007 Update, and a material cost change to the ADOT Program as shown in the attached tables.

**PRIOR COMMITTEE ACTIONS:**

Transportation Review Committee (TRC): On January 31, 2008, the TRC unanimously recommended approval of an administrative modification to the FY 2008-2012 Transportation Improvement Program, the FY 2008 Arterial Life Cycle Program, as appropriate, and to the Regional Transportation Plan 2007 Update, as shown in the attached tables.

**MEMBERS ATTENDING**

Phoenix: Don Herp for Tom Callow  
\* ADOT: Dan Lance  
Avondale: David Fitzhugh  
\* Buckeye: Scott Lowe  
Chandler: Patrice Kraus  
\* El Mirage: Lance Calvert  
Fountain Hills: Randy Harrel  
\* Gila Bend: Lynn Farmer  
\* Gila River: David White  
Gilbert: Tami Ryall  
Glendale: Terry Johnson  
Goodyear: Cato Esquivel  
Guadalupe: Jim Ricker

Litchfield Park: Mike Cartsonis  
Maricopa County: John Hauskins  
Mesa: Mike James for Scott Butler  
Paradise Valley: Robert M. Cicarelli  
Peoria: Burton Charron for David Moody  
Queen Creek: Mark Young  
RPTA: Bryan Jungwirth  
Scottsdale: David Meinhart for  
Mary O'Connor  
Surprise: Randy Overmyer  
Tempe: Carlos de Leon  
\* Valley Metro Rail: John Farry  
Youngtown: Lloyce Robinson

**EX-OFFICIO MEMBERS ATTENDING**

\* Regional Bicycle Task Force: Randi Alcott  
\* Street Committee: Darryl Crossman

\* Pedestrian Working Group: Eric Iwersen  
\* ITS Committee: Alan Sanderson

\* Members neither present nor represented by proxy.

+ - Attended by Videoconference  
# - Attended by Audioconference

**CONTACT PERSON:**

Eileen O. Yazzie, (602) 254-6300.

**PROJECT CHANGE SHEET**  
**Management Committee, February 13, 2008**

**Table A**  
**Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications**

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
AVN11-706	Avondale	Buckeye Rd: Avondale Blvd to 117th Ave alignment	Design and construct sidewalk and landscaping	2011	0.25	CMAQ	\$ 150,500	\$ 64,500		\$ 215,000	Amendment: Delete from 08-12 MAG TIP
AVN11-706AC	Avondale	Buckeye Rd: Avondale Blvd to 117th Ave alignment	Advance construct sidewalk and landscaping	2008	0.25	Local	\$ -	\$ 215,000		\$ 215,000	Amendment: Add to 08-12 MG TIP (reprogram project into advance construct and repayment)
AVN11-706FIN	Avondale	Buckeye Rd: Avondale Blvd to 117th Ave alignment	Repayment for advance construction of sidewalk and landscaping	2011	0	CMAQ	\$ 150,500	\$ (150,500)		\$ -	Amendment: Add to 08-12 MG TIP (reprogram project into advance construct and repayment)
CHN11-07D	Chandler	Chandler Blvd at Alma School Rd	Design intersection improvement	2008	0.25	RARF	\$ 487,000		\$ 340,000	\$ 827,000	Admin Mod: Changed Regional Cost by \$2,000
CHN11-710	Chandler	Western Canal bike path at Dobson Rd, Alma School Rd and Arizona Ave	Install three pedestrian actuated crossing signals	2008	0.3	CMAQ	\$ 117,000	\$ 271,000	\$ -	\$ 388,000	Admin. Mod: Changed year of work from 2011 to 2008 (reprioritized with available funds for CHN08-606)
CHN08-606	Chandler	Consolidated Canal multi-use pathway at Germann and Pecos Rds	Install two pedestrian actuated signals (phase I)	2011	0	CMAQ	\$ 147,400	\$ 229,600	\$ -	\$ 377,000	Admin Mod: Changed year of work from 2008 to 2011 (reprioritized with available funds for CHN11-710)
GLB08-801	Gilbert	Town of Gilbert Heritage District	Design and construct sidewalks, landscaping and other pedestrian improvements	2008	1	STP-TEA	\$ 90,000	\$ 500,000	\$ -	\$ 590,000	Amendment: Add project to the TIP
PHX07-310	Phoenix	24th St: Chipman to Roeser Rd	Improve pedestrian facilities	2008	0.2	CMAQ	\$ 1,889,577	\$ 500,000	\$ -	\$ 2,389,577	Admin Mod: Decrease length of project from 1.0 to 0.2 miles because of rising ROW costs, material costs, and environmental issues. Other city and developer improvements have been completed in the original area.
MMA110-08P	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Pre-design roadway widening	2008	6	RARF	\$ 467,000	\$ -	\$ 1,088,000	\$ 1,555,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-08RW	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (1 of 4)	2009	6	RARF	\$ 496,000	\$ -	\$ 1,158,000	\$ 1,654,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-09D	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Pre-design roadway widening	2009	6	RARF	\$ 168,000	\$ -	\$ 391,000	\$ 559,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-09RW	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (2 of 4)	2010	6	RARF	\$ 3,820,000	\$ -	\$ 896,000	\$ 4,716,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-10D	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Design roadway widening	2010	6	RARF	\$ 763,000	\$ -	\$ 1,781,000	\$ 2,544,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-10RW	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (3 of 4)	2011	6	RARF	\$ 6,826,000	\$ -	\$ -	\$ 6,826,000	Amend: Delete Project. Project has been segmented/repackaged.*

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
MMA110-11D	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Design roadway widening	2011	6	RARF	\$ 2,035,000	\$ -	\$ -	\$ 2,035,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-12D	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Design roadway widening	2012	6	RARF	\$ 509,000	\$ -	\$ -	\$ 509,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-12RW	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (4 of 4)	2012	6	RARF	\$ 6,898,000	\$ -	\$ -	\$ 6,898,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA08-815	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2008	2	RARF	\$ 177,429	\$ -	\$ 414,000	\$ 591,429	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA09-820	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2009	2	RARF	\$ 281,143	\$ -	\$ 656,000	\$ 937,143	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA10-615	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Advance acquisition of right of way for roadway widening (1 of 2)	2010	2	RARF	\$ 2,351,091	\$ -	\$ 1,158,000	\$ 3,509,091	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA10-616	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2010	2	RARF	\$ 600,000	\$ -	\$ 200,000	\$ 800,000	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA10-617	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2010	3	RARF	140571	0	\$ 328,000	468571	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA11-821	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Advance acquisition of right of way for roadway widening (2 of 2)	2011	2	RARF	\$ 1,819,152	\$ -	\$ 896,000	\$ 2,715,152	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA11-822	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way for roadway widening (1 of 3)	2011	2	RARF	\$ 1,990,500	\$ -	\$ -	\$ 1,990,500	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA11-823	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2011	2	RARF	\$ 3,750,000	\$ -	\$ 1,250,000	\$ 5,000,000	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA12-823	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2012	2	RARF	\$ 1,236,000	\$ -	\$ 412,000	\$ 1,648,000	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA12-824	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way for roadway widening (2 of 3)	2012	2	RARF	\$ 9,289,000	\$ -	\$ -	\$ 9,289,000	Amend: Add project to the TIP (original 6 mile project is repackaged)*

\* The pre-design, design, and right of way work associated with El Mirage Rd: Northern Ave to Bell Rd has been segmented. The addition of ten new pre-design, design, and right of way projects associated with El Mirage Rd: Thunderbird to Bell is part of the repackaging of the original El Mirage Rd: Northern Ave to Bell Rd. The other segment work will occur after 2012 and is not included in this TIP.

Table B FY2008 Arterial Life Cycle Program - Administrative Modification											
PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
ACI-ELM-20-03	Maricopa County	El Mirage Rd: Thunderbird to Bell	Construct roadway improvement	2015	2	RARF	\$ 2,174,857		\$ 1,348,000	\$ 3,522,857	Changed Regional Cost by \$1,000.
ACI-SHA-20-03-A	Scottsdale	Shea and 90th/92nd/96th	Reimbursement for Design, Right-of-Way Acquisition, and Construction of intersection improvements	2021	0.6	RARF	\$ 1,500,000		\$ 3,500,000	\$ 5,000,000	Consolidation of 3 Existing Projects: ACI-SHA-20-03-A, ACI-SHA-20-03-B, ACI-SHA-20-03-C

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
ACI-SHA-20-03-A	Scottsdale	Shea at 90th St	Reimbursement for Design, Right-of-Way Acquisition, and Construction of intersection improvement	2021	0.2	RARF	\$ -		\$ -	\$ -	Delete Individual Project for Consolidation Purposes
ACI-SHA-20-03-B	Scottsdale	Shea at 92nd St	Reimbursement for Design, Right-of-Way Acquisition, and Construction of intersection improvement	2021	0.2	RARF	\$ -		\$ -	\$ -	Delete Individual Project for Consolidation Purposes
ACI-SHA-20-03-C	Scottsdale	Shea at 96th St	Reimbursement for Design, Right-of-Way Acquisition, and Construction of intersection improvement	2021	0.2	RARF	\$ -		\$ -	\$ -	Delete Individual Project for Consolidation Purposes
ACI-SHA-20-03-A	Scottsdale	Shea and 90th/92nd/96th	Reimbursement for design of intersection improvement	2021	0.6	RARF	\$ 120,000		\$ 280,000	\$ 400,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-A	Scottsdale	Shea and 90th/92nd/96th	Reimbursement for right-of-way acquisition for intersection improvement	2021	0.6	RARF	\$ 30,000		\$ 70,000	\$ 100,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-A	Scottsdale	Shea and 90th/92nd/96th	Reimbursement for construction of intersection improvement	2021	0.6	RARF	\$ 1,350,000		\$ 3,150,000	\$ 4,500,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-D	Scottsdale	Shea Blvd at Via Linda St	Reimbursement for design of intersection improvement	2022	0.2	RARF	\$ 60,000		\$ 140,000	\$ 200,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-D	Scottsdale	Shea Blvd at Via Linda St	Reimbursement for right-of-way acquisition for intersection improvement	2022	0.2	RARF	\$ 60,000		\$ 140,000	\$ 200,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-D	Scottsdale	Shea Blvd at Via Linda St	Reimbursement for construction of intersection improvement	2022	0.2	RARF	\$ 502,000		\$ 1,171,000	\$ 1,673,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-E	Scottsdale	Shea Blvd at 124th St	Reimbursement for design of intersection improvement	2021	0.2	RARF	\$ 18,000		\$ 42,000	\$ 60,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-E	Scottsdale	Shea Blvd at 124th St	Reimbursement for right-of-way acquisition for intersection improvement	2021	0.2	RARF	\$ 18,000		\$ 42,000	\$ 60,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-E	Scottsdale	Shea Blvd at 124th St	Reimbursement for construction of intersection improvement	2021	0.2	RARF					Change allocation of funding amounts in ALCP
ACI-SHA-20-03-F	Scottsdale	Shea Blvd at Mayo/134th St	Reimbursement for design of intersection improvement	2021	0.2	RARF	\$ 75,000		\$ 175,000	\$ 250,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-F	Scottsdale	Shea Blvd at Mayo/134th St	Reimbursement for design of intersection improvement	2021	0.2	RARF	\$ 15,000		\$ 35,000	\$ 50,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-F	Scottsdale	Shea Blvd at Mayo/134th St	Reimbursement for right-of-way acquisition for intersection improvement	2021	0.2	RARF	\$ 30,000		\$ 70,000	\$ 100,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-F	Scottsdale	Shea Blvd at Mayo/134th St	Reimbursement for construction of intersection improvement	2021	0.2	RARF	\$ 45,000		\$ 105,000	\$ 150,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-G	Scottsdale	Shea Blvd - SR-101L to 96th St, ITS Improvements	Reimbursement for design of intersection improvement	2021	1	RARF	\$ 43,000		\$ 100,000	\$ 143,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-G	Scottsdale	Shea Blvd - SR-101L to 96th St, ITS Improvements	Reimbursement for construction of intersection improvement	2021	1	RARF	\$ 45,000		\$ 103,000	\$ 148,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-G	Scottsdale	Shea Blvd - SR-101L to 96th St, ITS Improvements	Reimbursement for construction of intersection improvement	2022	1	RARF	\$ 69,000		\$ 161,000	\$ 230,000	Change allocation of funding amounts in ALCP



PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
ACI-SHA-20-03	Scottsdale	Shea Blvd: SR-101L to SR-87	Reimbursement for ITS improvements at various locations	2022		RARF	\$ (630,000)		\$ 630,000	\$ -	Change allocation of funding amounts in ALCP
ACI-SHA-20-03	Scottsdale	Shea Blvd: SR-101L to SR-87	Reimbursement for ITS improvements at various locations	2023		RARF	\$ (3,525,000)		\$ 3,525,000	\$ -	Change allocation of funding amounts in ALCP
ACI-SHA-20-03	Scottsdale	Shea Blvd: SR-101L to SR-87	Reimbursement for ITS improvements at various locations	2024		RARF	\$ (12,134,000)		\$ 12,134,000	\$ -	Change allocation of funding amounts in ALCP

Table C Transit Projects - TIP FY2008-2012 Amendment											
PROJ #	Agency	FTA ALI #	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
PHX08-851T	Phoenix	11.92.02	Install bus stop passenger improvements - 40 sites	2008		5307	\$ 103,850	\$ 415,400		\$ 519,250	Add New Project
PHX08-852T	Phoenix	11.42.09	Upgrade surveillance equipment at transit facilities	2008		5307	\$ 103,850	\$ 415,400		\$ 519,250	Add New Project
PHX08-853T	Phoenix	11.72.03	Expend project support services	2008		5307	\$ 10,000	\$ 40,000		\$ 50,000	Add New Project

Table D Material Cost Change to the ADOT Program & Admin Modification to the FY2008 - 2012 TIP											
PROJ #	Agency	FTA ALI #	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT08-818	ADOT	10: Sarival Rd to Dysart Rd	Right of Way purchase for Construction	2008	4	RARF	\$ -	\$ -	\$ 3,500,000	\$ 3,500,000	Admin Mod: Increase regional costs by \$500,000
DOT10-6C30	ADOT	60 (Superstition Fwy): I-10 to Loop 101 (Pima/Price Fwy)	Construct general purpose lanes	2008	4.5	State	\$ 27,000,000	\$ -	\$ -	\$ 27,000,000	Admin Mod: Increase state costs by \$7,500,000

A.R.S. 28-6353 requires that MAG approve any change in priorities, new projects, or requests for changes that would materially increase Freeway Program costs. According to the MAG Material Cost Change policy, a material cost changes is defined as: 'An increase in the cost of a project that is more than five (5) percent of the adopted project budget, but not less than \$500,000 or any increase greater than \$2.5 million.'

## ***MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review***

**DATE:**

February 5, 2008

**SUBJECT:**

Consultant Selection for the Statewide Transportation Survey

**SUMMARY:**

Over the past year, the Arizona Councils of Governments/Metropolitan Planning Organization Association, of which MAG is an active member, has been meeting to discuss growth and transportation issues. Projections show the state will grow from six million population to 15 million by 2050, while the Maricopa region will grow from 3.7 million to 8.1 million by 2050. Additional statewide funding for transportation infrastructure may be necessary to accommodate this growth.

In December 2006, the MAG Regional Council approved MAG's participation in a Statewide Intrastate Mobility Reconnaissance Study. This study is nearing completion, and transportation framework studies are about to be initiated throughout the state. The purpose of the studies is to define transportation needs and potential solutions for the transportation challenges facing Arizona.

To provide additional input into these framework studies and to determine voters' perceived transportation needs and support for funding options, on December 19, 2007, the MAG Regional Council recommended that a public attitude survey be conducted. The Regional Council recommended that the FY 2008 MAG Unified Planning Work Program and Annual Budget be amended to include \$55,000 for the survey.

The purpose of the survey is to better understand public attitudes regarding transportation needs, potential solutions, and timing. The scientific household telephone survey will explore citizen attitudes regarding transportation issues and potential solutions on a regional and statewide basis in addressing mobility needs,

On January 13, 2008, MAG issued a Request for Proposals (RFP) for a consultant to provide services to accomplish this survey. A pre-proposer's conference was held on January 18, 2008, to provide information and answer questions. The deadline for responses to the RFP was January 31, 2008. MAG received six responses to the RFP, including proposals from National Research Center, Behavior Research Center, O'Neil Associates, WestGroup Research, Corona Research and Creative Consumer Research.

A multi-agency evaluation team consisting of representatives of MAG, Valley Metro, METRO, Phoenix, Glendale, and Mesa, met on February 5, 2008. The selection team recommended that MAG negotiate with WestGroup Research to conduct the survey. If negotiations with WestGroup are not successful, the group recommended that MAG negotiate with its second choice, Behavior Research Center, to conduct the survey.

**PUBLIC INPUT:**

No public input has been received.

**PROS & CONS:**

PROS: The statewide transportation survey will provide important public input that will help inform statewide framework studies regarding public attitudes on transportation priorities, future demand, and potential financing strategies.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The consultant will tabulate survey results, key findings, detailed findings, and conclusions. Recommendations from this survey will provide transportation planning guidance to the statewide framework studies being conducted by MAG and ADOT.

POLICY: The scientific survey represents an important opportunity for the public to provide information regarding citizens' transportation needs and priorities, which will provide valuable assistance in setting policy direction for an anticipated statewide transportation initiative.

**ACTION NEEDED:**

Recommend that MAG negotiate with WestGroup Research to conduct the Statewide Transportation Survey for an amount not to exceed \$55,000. If negotiations with WestGroup Research are not successful, the panel recommends that MAG negotiate with its second choice, Behavior Research Center, to conduct the survey.

**PRIOR COMMITTEE ACTIONS:**

On February 5, 2008, a multi-agency review panel met to review the proposals. The group recommended that MAG negotiate with WestGroup Research to conduct the Statewide Transportation Survey for an amount not to exceed \$55,000. If negotiations with WestGroup Research are not successful, the panel recommended that MAG negotiate with its second choice, Behavior Research Center, to conduct the survey.

**MEMBERS ATTENDING**

Kelly Taft, MAG, Project Manager  
Eric Anderson, MAG, Transportation Director  
Jessica Blazina, Glendale, Director of Intergovernmental Programs  
Scott Butler, Mesa, Government Relations Director  
John Farry, Valley Metro Rail, Director of Community and Government Relations  
Brian Jungwirth, RPTA/Valley Metro, Assistant to the Executive Director  
Thomas Remes, Phoenix, Management Assistant, Intergovernmental Programs Office

On December 19, 2007, the MAG Regional Council approved that a public attitude survey be conducted.

**MEMBERS ATTENDING**

Mayor James M. Cavanaugh, Goodyear, Chair	Mayor Fred Waterman, El Mirage
# Mayor Mary Manross, Scottsdale, Vice Chair	President Raphael Bear, Fort McDowell Yavapai Nation
* Councilmember Robin Barker, Apache Junction	Councilmember Ginny Dickey for Mayor Wally Nichols, Fountain Hills
Mayor Marie Lopez Rogers, Avondale	* Mayor Fred Hull, Gila Bend
# Mayor Bobby Bryant, Buckeye	* Governor William Rhodes, Gila River Indian Community
Mayor Wayne Fulcher, Carefree	Mayor Steven Berman, Gilbert
Councilmember Dick Esser, Cave Creek	* Mayor Elaine Scruggs, Glendale
# Councilmember Jeff Weninger for Mayor Boyd Dunn, Chandler	

Councilmember Patricia Jimenez for Mayor  
Rebecca Jimenez, Guadalupe  
Mayor Thomas Schoaf, Litchfield Park  
\* Supervisor Don Stapley, Maricopa County  
Mayor Keno Hawker, Mesa  
Mayor Ed Winkler, Paradise Valley  
Mayor Bob Barrett, Peoria  
Councilmember Peggy Neely, Phoenix  
# Mayor Art Sanders, Queen Creek  
Vice President Martin Harvier for President  
Diane Enos, Salt River Pima-Maricopa

Indian Community  
\* Mayor Joan Shafer, Surprise  
# Mayor Hugh Hallman, Tempe  
\* Mayor Adolfo Gamez, Tolleson  
# Mayor Ron Badowski, Wickenburg  
Mayor Michael LeVault, Youngtown  
\* Joe Lane, State Transportation Board  
Felipe Zubia, State Transportation Board  
F. Rockne Arnett, Citizens Transportation  
Oversight Committee

- \* Those members neither present nor represented by proxy.
- # Attended by telephone conference call.
- + Attended by videoconference call.

On December 12, 2007, the Transportation Policy Committee recommended to the Regional Council that a public attitude survey be conducted to better understand public attitudes regarding statewide transportation needs, potential solutions, and timing.

#### MEMBERS ATTENDING

\*Councilmember Peggy Bilsten, Phoenix, Chair  
Mayor Keno Hawker, Mesa, Vice Chair  
Councilmember Ron Aames, Peoria  
Kent Andrews, Salt River Pima-Maricopa  
Indian Community  
F. Rockne Arnett, Citizens Transportation  
Oversight Committee  
Vice Mayor Gail Barney, Queen Creek  
Stephen Beard, SR Beard & Associates  
Mayor Steven Berman, Gilbert  
Dave Berry, Swift Transportation  
\*Jed S. Billings, FNF Construction  
Mayor Bobby Bryant, Buckeye

Mayor James Cavanaugh, Goodyear  
\* Mayor Boyd Dunn, Chandler  
Mayor Hugh Hallman, Tempe  
\* Eneas Kane, DMB Associates  
Mark Killian, The Killian Companies/  
Sunny Mesa, Inc.  
# Joe Lane, State Transportation Board  
# Mayor Marie Lopez Rogers, Avondale  
# Mayor Mary Manross, Scottsdale  
\* David Scholl, Westcor  
# Mayor Elaine Scruggs, Glendale  
Supervisor Max W. Wilson, Maricopa County

- \* Not present
- # Participated by telephone conference call
- + Participated by videoconference call

#### **CONTACT PERSON:**

Kelly Taft, MAG Communications Manager, (602) 254-6300.

## ***MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review***

**DATE:**

February 5, 2008

**SUBJECT:**

The Interstate 10-Hassayampa Valley Transportation Framework Study

**SUMMARY:**

Leading up to late 2005, the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) received numerous requests for traffic interchanges along the Interstate 10/Papago Freeway between the SR-303L/Estrella Freeway and 459th Avenue in the area west of the White Tank Mountains known as Hassayampa Valley. These requests were from developers to accommodate travel demand from more than 100 entitled master-planned communities along this region's primary freight corridor that connects Phoenix with the ports in Long Beach and Los Angeles. In addition, recent designation of the CANAMEX corridor in the Hassayampa Valley and its connections to US-93 and Las Vegas needed further definition for accommodating travel demand.

The project team determined that the entitled development represents a population of close to three million by buildout. The team also determined that little coordinated transportation infrastructure planning existed in the Hassayampa Valley. In response, the Maricopa Association of Governments, in association with ADOT, the Maricopa County Department of Transportation, the Town of Buckeye, and the Cities of Goodyear and Surprise, funded and developed the Interstate 10-Hassayampa Valley Transportation Framework Study.

This study is the first framework effort in the MAG region, since the conception of the regional freeway network in 1960, to establish a network of transportation facilities to meet the buildout travel demand. In doing so, the study team was able to identify high capacity roadway and transit corridors to frame transportation in the Hassayampa Valley. The team also conducted a precursory environmental scan of the study area so that transportation corridors could be identified to avoid presently known natural and built environmental factors.

The study began in May 2006 for an area bounded by SR-74 on the north, SR-303L on the east, the Gila River on the south, and 459th Avenue on the west. Through an extensive process that included opportunities for stakeholder input, the project established a transportation framework that (1) responds to the FHWA and ADOT by establishing a traffic interchange plan for Interstate 10; (2) identifies a network of freeways, parkways, and arterials to facilitate travel throughout and connections to the Hassayampa Valley; (3) recommends a new arterial facility entitled the "Arizona Parkway" for providing a higher capacity and safer roadway that meets the travel demand; (4) includes recommendations for transit connections between the Hassayampa Valley and the MAG region; and (5) provides to Maricopa County, the Town of Buckeye, and the Cities

of Goodyear and Surprise a transportation planning framework to serve as the backbone of their general plans for making land use decisions.

An illustration of the Transportation Framework Recommendation is attached. The project received consultant help from DMJM Harris, Inc., and its subs Wilson and Company, Partners for Strategic Action, and Curtis Lueck and Associates.

### **PUBLIC INPUT:**

To date, the MAG project team has conducted more than 150 stakeholder events and meetings to receive public input on the Transportation Framework Recommendation. The events included two public meetings, four public-developer forums, and presentations to the city councils in Buckeye, Goodyear, and Surprise, individually with Maricopa County Supervisors, and members of the Arizona Legislature.

Meetings ranged from discussions with public interest groups, such as the Tonopah Association, WESTMARC, and Sonoran Institute, to consultation with affected public agencies such as the Bureau of Land Management, Flood Control District of Maricopa County, Luke Air Force Base, FHWA, and multiple divisions within ADOT. In addition, the study team has also made technical presentations at functions sponsored by Arizona State University, the American Society of Civil Engineers, the Institute of Transportation Engineers, the League of Arizona Cities and Towns, and the American Consulting Engineers Council of Arizona.

In addition to the meetings, the project's study team issued three newsletters for the general public. The study team estimates more than 2,000 individuals have seen a presentation on this project.

At the January 2008 Management Committee meeting, a citizen encouraged that the statewide transportation plan be multimodal.

### **PROS and CONS:**

**PROS:** Completion and acceptance of this study represents a milestone for planning in the Hassayampa Valley. It also identifies a framework for extending and preserving the existing and planned metropolitan freeway network for the next ring of development in the MAG region. The project's recommendations provide guidance to MAG and member agencies for establishing a transportation framework and an implementation strategy to meet buildout travel demands. The recommendations also include an interchange spacing strategy to preserve Interstate 10 as the region's primary freight corridor.

**CONS:** While the study provides a significant milestone in transportation planning for the Hassayampa Valley, the recommendations are not funded. Thus, the Regional Council is requested to accept the study's findings versus actually adopting them. In taking this action, the planning process can be moved forward in an illustrative manner, thereby providing guidance to MAG and the affected agencies in the Hassayampa Valley for future activities, including updates to the Regional Transportation Plan. The framework recommendations are also based upon presently known natural and built environmental factors. Future studies could identify potential impacts that may either need mitigation, prevent construction, or require an update to the framework.

## **TECHNICAL and POLICY IMPLICATIONS:**

**TECHNICAL:** The request for the project's recommendations is for acceptance. As future planning continues in the MAG region, additional studies will be needed to identify how the project's corridors are ultimately incorporated into the Regional Transportation Plan for possible implementation and construction.

**POLICY:** This framework study is the first effort of its type for the MAG region since 1960. Preliminary results from the Interstate 10-Hassayampa Valley Transportation Framework Study are being incorporated by affected agencies in their continuing planning studies and process. From a policy perspective, this study's recommendations provide guidance and coordinated transportation vision to a rapidly developing portion of the metropolitan area. In addition, the traffic interchange spacing represents the first effort in the MAG region to establish a coordinated plan for access to the critical Interstate 10 corridor.

Also, the planning efforts in this portion of the MAG region have been recognized as a useful process and have launched a second study, known as the Interstates 8 and 10-Hidden Valley Transportation Framework Study for southwest Maricopa and Pinal Counties. MAG is undertaking this project in cooperation with ADOT, the Maricopa County Department of Transportation, Pinal County Public Works, the Town of Buckeye, and the Cities of Goodyear and Maricopa (scheduled for completion in August 2008). In addition, this framework study has begun a statewide transportation planning framework for all of Arizona by ADOT.

## **ACTION NEEDED:**

Recommendation to (1) accept the findings of the Interstate 10-Hassayampa Valley Transportation Framework Study as the surface and public transportation framework for the Hassayampa Valley; (2) adopt the traffic interchange locations for the Interstate 10/Papago Freeway from SR-303L/Estrella Freeway to 459th Avenue, (3) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hassayampa Valley with appropriate planning for non-access crossings of the freeway facilities to facilitate local transportation movements; (4) adopt a new functional classification as a parkway, recognizing the Arizona Parkway as a type of parkway with unique operating characteristics for congestion and air quality planning purposes; (5) accept the findings and implementation strategies as describe in the study for inclusion as illustrative corridors in the Regional Transportation Plan; and (6) recommend the affected jurisdictions within the Hassayampa Valley study area incorporate this study's recommendations into future updates of their general plans.

## **PRIOR COMMITTEE ACTIONS:**

On January 31, 2008, the Transportation Review Committee unanimously recommended to: (1) accept the findings of the Interstate 10-Hassayampa Valley Transportation Framework Study as the surface and public transportation framework for the Hassayampa Valley; (2) adopt the traffic interchange locations for the Interstate 10/Papago Freeway from SR-303L/Estrella Freeway to 459th Avenue, (3) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hassayampa Valley with appropriate planning for non-access crossings of the freeway facilities to facilitate local transportation movements; (4) adopt a new functional classification as a parkway, recognizing the Arizona Parkway as a type of parkway with unique operating characteristics for congestion and air quality planning purposes; (5) accept the findings and implementation strategies as describe in the study for inclusion as illustrative corridors in the Regional Transportation Plan; and (6) recommend the affected jurisdictions within the

Hassayampa Valley study area incorporate this study's recommendations into future updates of their general plans.

#### **MEMBERS ATTENDING**

Phoenix: Don Herp for Tom Callow  
\* ADOT: Dan Lance  
Avondale: David Fitzhugh  
\* Buckeye: Scott Lowe  
Chandler: Patrice Kraus  
\* El Mirage: Lance Calvert  
Fountain Hills: Randy Harrel  
\* Gila Bend: Lynn Farmer  
\* Gila River: David White  
Gilbert: Tami Ryall  
Glendale: Terry Johnson  
Goodyear: Cato Esquivel  
Guadalupe: Jim Ricker  
Litchfield Park: Mike Cartsonis

Maricopa County: John Hauskins  
Mesa: Mike James for Scott Butler  
Paradise Valley: Robert M. Cicarelli  
Peoria: Burton Charron for David Moody  
Queen Creek: Mark Young  
RPTA: Bryan Jungwirth  
Scottsdale: David Meinhart for  
Mary O'Connor  
Surprise: Randy Overmyer  
Tempe: Carlos de Leon  
\* Valley Metro Rail: John Farry  
Youngtown: Lloyce Robinson

#### **EX-OFFICIO MEMBERS ATTENDING**

\*Regional Bicycle Task Force: Randi Alcott  
\*Street Committee: Darryl Crossman

\*Pedestrian Working Group: Eric Iwersen  
\*ITS Committee: Alan Sanderson

\* Members neither present nor represented by proxy.

+ - Attended by Videoconference

# - Attended by Audioconference

Presentations about this project's recommendation have been made to the following MAG Committees and Regional Council on the following dates:

Management Committee - August 8, 2007

Transportation Review Committee - August 23, 2007

Transportation Policy Committee - September 19, 2007

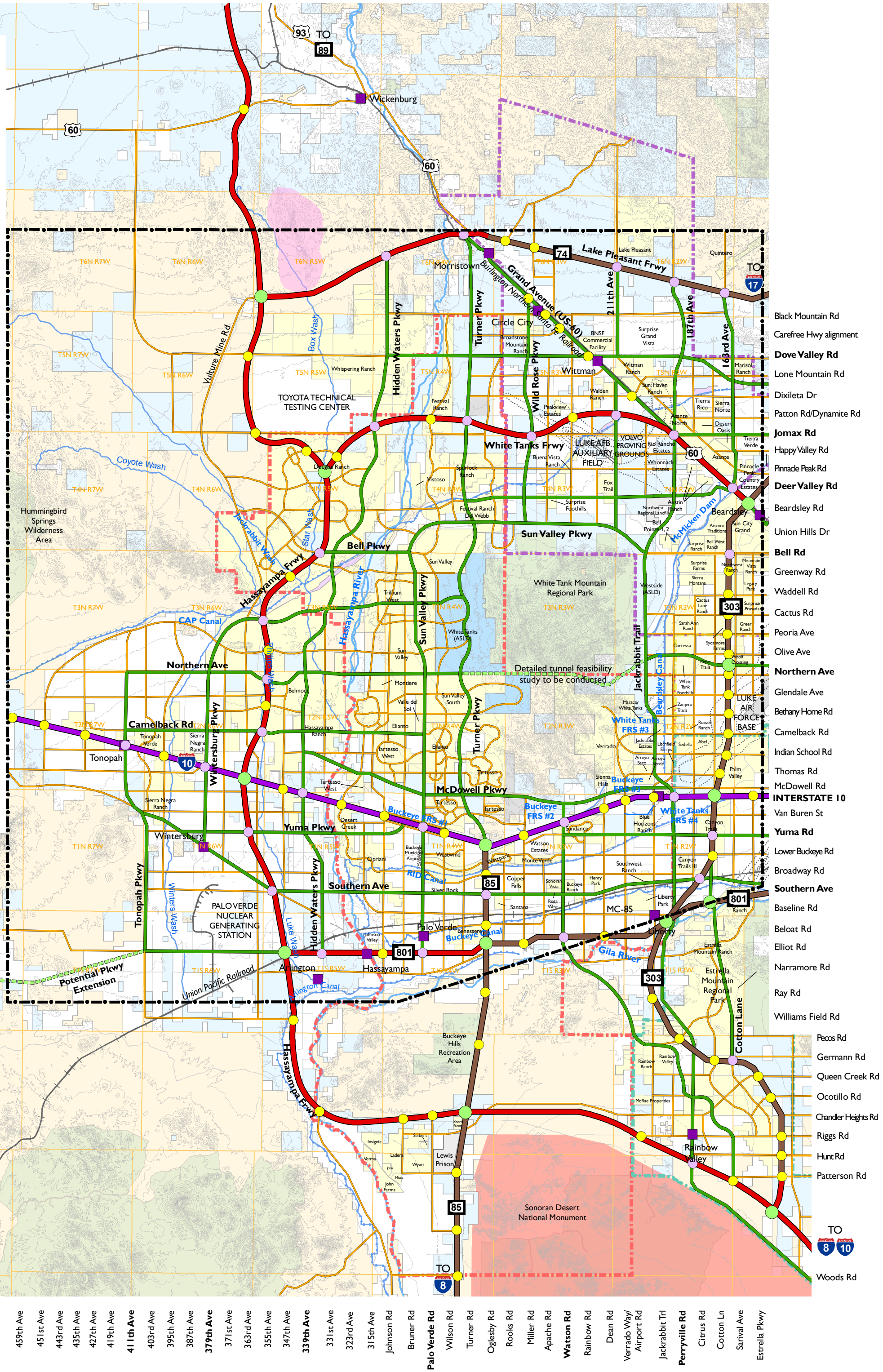
MAG Regional Council - September 26, 2007

#### **CONTACT PERSON:**

Bob Hazlett, MAG Senior Engineer, 602 254-6300.

For more information about the project, please visit [www.bqaz.org](http://www.bqaz.org) and click on the Interstate 10-Hassayampa Valley Transportation Framework Study tab.





## TRANSPORTATION FRAMEWORK RECOMMENDATION

### Legend

- Study Area Boundary
- Railroads
- Roads
- Rivers/Washes
- Canals
- Unincorporated Communities
- Township/Range
- Noise Contours

- Topography (100' contours)
- Proposed Service Traffic Interchanges
- Proposed Parkway Traffic Interchanges
- Proposed System Interchanges
- Planned Developments
- BLM Raptor Protection Zone

- State Land Development Planning Areas
- Master Plan
- National Monument
- Wilderness Area
- Land Ownership
- BLM
- State Land
- Regional Parks
- Military
- Bureau of Reclamation

- Buckeye
- Glendale
- Goodyear
- Surprise

### Proposed Roadway Network

- Improvements to Existing Freeways
- Future Regional Transportation Plan (RTP) Freeways (Prop 400)
- New Freeway Proposals
- New Parkway Proposals
- New Parkway Alternatives
- Future Major Arterial Network

### Notes

While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

General alignments for new freeway, highway, arterial, and bridge facilities will be determined following the completion of appropriate design and environmental studies.

Locations of proposed freeway interchanges and the use of parallel roads connecting to freeways are preliminary and subject to review and approval of the FHWA and ADOT.

Arterial river crossings are conceptual to demonstrate the number of crossing needed to support development. Final locations and number will be determined in engineering and water resource studies.

Locations of proposed roadway facilities south of the study area are subject to refinement in the I-8 and I-10/Hidden Valley Roadway Framework Study to be completed in 2008, and roadways north to be planned in the New River Roadway Framework Study, schedule to be determined.

Olive Avenue traffic interchange on SR-303L to be a half-diamond.



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## Interstate 10/Hassayampa Valley Transportation Framework Study



February 4, 2008



# ***MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review***

**DATE:**

February 5, 2008

**SUBJECT:**

Conformity Consultation

**SUMMARY:**

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update. The proposed amendment includes new transit projects for the City of Phoenix and a federally-funded pedestrian project for the Town of Gilbert. In addition, an administrative modification includes the repackaging of pre-design, design, and right-of-way projects for Maricopa County improvements to El Mirage Road and changes to the allocation of funding amounts for several City of Scottsdale intersection projects. Comments on the conformity assessments are requested by February 22, 2008.

The amendment includes projects that may be categorized as exempt from conformity determinations and the administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum.

**PUBLIC INPUT:**

Copies of the conformity assessment have been distributed for consultation to the Federal Transit Administration, Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Environmental Quality, Regional Public Transportation Authority, City of Phoenix Public Transit Department, Maricopa County Air Quality Department, Central Arizona Association of Governments, Pinal County Air Quality Control District, U.S. Environmental Protection Agency and other interested parties including members of the public.

**PROS & CONS:**

**PROS:** Interagency consultation for the amendment notifies the planning agencies of project modifications to the TIP.

**CONS:** The review of the conformity assessment requires additional time in the project approval process.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The amendment may not be considered until the consultation process for the conformity assessment is completed.

**POLICY:** Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a

process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been prepared in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

### **ACTION NEEDED:**

Consultation.

### **PRIOR COMMITTEE ACTIONS:**

Transportation Review Committee: On January 31, 2008, the MAG Transportation Review Committee unanimously recommended approval of an Administrative Modification to the FY 2008-2012 Transportation Improvement Program, the FY2008 Arterial Life Cycle Program, as appropriate, to the Regional Transportation Plan 2007 Update.

### **MEMBERS ATTENDING**

Phoenix: Don Herp for Tom Callow  
\*ADOT: Dan Lance  
Avondale: David Fitzhugh  
\*Buckeye: Scott Lowe  
Chandler: Patrice Kraus  
\*El Mirage: Lance Calvert  
Fountain Hills: Randy Harrel  
\*Gila Bend: Lynn Farmer  
\*Gila River: David White  
Gilbert: Tami Ryall  
Glendale: Terry Johnson  
Goodyear: Cato Esquivel  
Guadalupe: Jim Ricker

Litchfield Park: Mike Cartsonis  
Maricopa County: John Hauskins  
Mesa: Mike James for Scott Butler  
Paradise Valley: Robert M. Cicarelli  
Peoria: Burton Charron for David Moody  
Queen Creek: Mark Young  
RPTA: Bryan Jungwirth  
Scottsdale: David Meinhart for  
Mary O'Connor  
Surprise: Randy Overmyer  
Tempe: Carlos de Leon  
\*Valley Metro Rail: John Farry  
Youngtown: Lloyce Robinson

### **EX-OFFICIO MEMBERS ATTENDING**

\*Regional Bicycle Task Force: Randi Alcott,  
RPTA  
\*Street Committee: Darryl Crossman, City of  
Litchfield Park

\*Pedestrian Working Group: Eric Iwersen,  
City of Tempe  
\*ITS Committee: Alan Sanderson

\* Members neither present nor represented by proxy. + - Attended by Videoconference  
# - Attended by Audioconference

### **CONTACT PERSON:**

Dean Giles, MAG, (602) 254-6300.

February 5, 2008

TO: Leslie Rogers, Federal Transit Administration  
Robert Hollis, Federal Highway Administration  
Victor Mendez, Arizona Department of Transportation  
Stephen Owens, Arizona Department of Environmental Quality  
David Boggs, Regional Public Transportation Authority/ Valley Metro  
Debbie Cotton, City of Phoenix Public Transit Department  
Robert Kard, Maricopa County Air Quality Department  
Maxine Leather, Central Arizona Association of Governments  
Donald Gabrielson, Pinal County Air Quality Control District  
Wienke Tax, U.S. Environmental Protection Agency, Region IX  
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED  
AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012  
MAG TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL  
TRANSPORTATION PLAN 2007 UPDATE

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update. The proposed amendment includes new transit projects for the City of Phoenix and a federally-funded pedestrian project for the Town of Gilbert. In addition, an administrative modification includes the repackaging of pre-design, design, and right-of-way projects for Maricopa County improvements to El Mirage Road and changes to the allocation of funding amounts for several City of Scottsdale intersection projects. Comments on the conformity assessments are requested by February 22, 2008.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations and the administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on November 19, 2007 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies and other interested parties listed above. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality

A Voluntary Association of Local Governments in Maricopa County

## ATTACHMENT

### CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN 2007 UPDATE

The federal transportation conformity rule requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule. This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations and the administrative modification includes minor project revisions that do not require a conformity determination. Types of projects considered exempt are defined in the federal transportation conformity rule. The proposed amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update includes the projects included on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on November 19, 2007 remains unchanged by this action.

AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN 2007 UPDATE

February 5, 2008

Project Number	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT08-818	ADOT	Interstate-10: Sartval Rd to Dysart Rd	Right of Way purchase for Construction	2008	4	RARE	\$ -	\$ -	\$ 3,500,000	\$ 3,500,000	Increase regional costs by \$500,000	Minor project revision for increase in regional funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT10-6C30	ADOT	U.S. 60 (Superstition Fwy): Interstate-10 to Loop 101 (Pima/Price Fwy)	Construct general purpose lanes	2008	4.5	State	\$ 27,000,000	\$ -	\$ -	\$ 27,000,000	Increase state costs by \$7,500,000	Minor project revision for increase in state funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
AVN11-706	Avondale	Buckeye Rd: Avondale Blvd to 117th Ave alignment	Design and construct sidewalk and landscaping	2011	0.25	CMAQ	\$ 150,000	\$ 64,500	\$ -	\$ 215,000	Delete from FY 2008-2012 MAG TIP Add to FY 2008-2012 MAG TIP (reprogram project into advance construct and repayment)	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
AVN11-706AC	Avondale	Buckeye Rd: Avondale Blvd to 117th Ave alignment	Advance construct sidewalk and landscaping	2008	0.25	Local	\$ -	\$ 215,000	\$ -	\$ 215,000	Add to FY 2008-2012 MAG TIP (reprogram project into advance construct and repayment)	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
AVN11-706FIN	Avondale	Buckeye Rd: Avondale Blvd to 117th Ave alignment	Repayment for advance construction of sidewalk and landscaping	2011	0	CMAQ	\$ 150,500	\$ (150,500)	\$ -	\$ -		Minor project revision for decrease in regional funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
CHN110-07D	Chandler	Chandler Blvd at Alma School Rd	Design intersection improvement	2008	0.25	RARE	\$ 487,000	\$ -	\$ 340,000	\$ 827,000	Change Regional Cost by \$2,000	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
CHN11-710	Chandler	Western Canal bike path at Dobson Rd, Alma School Rd and Arizona Ave	Install three pedestrian actuated crossing signals	2008	0.3	CMAQ	\$ 117,000	\$ 271,000	\$ -	\$ 388,000	Change year of work from FY 2011 to FY 2008 (reprogrammed with available funds for CHN08-606)	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
CHN08-606	Chandler	Consolidated Canal multi-use pathway at Germann and Pecos Rds	Install two pedestrian actuated signals (phase I)	2011	0	CMAQ	\$ 147,400	\$ 229,600	\$ -	\$ 377,000	Change year of work from FY 2008 to FY 2011 (reprogrammed with available funds for CHN11-710)	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
GLB08-801	Gilbert	Town of Gilbert Heritage District	Design and construct sidewalks, landscaping and other pedestrian improvements	2008	1	STP-TEA	\$ 90,000	\$ 500,000	\$ -	\$ 590,000	Add project to the TIP	Project is considered exempt from conformity requirements under the category "transportation enhancement activities." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN 2007 UPDATE

February 5, 2008

Project Number	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
PHX08-851T	Phoenix	Activity Line Item # 11.92.02	Install bus stop passenger improvements - 40 sites	2008		5307	\$ 103,850	\$ 415,400	\$ -	\$ 519,250	Add New Project	Project is considered exempt from conformity requirements under the category "construction of small passenger shelters and information kiosks." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX08-852T	Phoenix	Activity Line Item # 11.42.09	Upgrade surveillance equipment at transit facilities	2008		5307	\$ 103,850	\$ 415,400	\$ -	\$ 519,250	Add New Project	Project is considered exempt from conformity requirements under the category "purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX08-853T	Phoenix	Activity Line Item # 11.72.03	Expend project support services	2008		5307	\$ 10,000	\$ 40,000	\$ -	\$ 50,000	Add New Project	Project is considered exempt from conformity requirements under the category "operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX07-310	Phoenix	24th St. Chipman to Roesser Rd	Improve pedestrian facilities	2008	0.2	OMAQ	\$ 1,889,577	\$ 500,000	\$ -	\$ 2,389,577	Decrease length of project from 1.0 to 0.2 miles because of rising right-of-way costs, material costs, and pedestrian environmental issues. Other city and developer improvements have been completed in the original area.	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian costs, material costs, and pedestrian environmental issues. Other city and developer improvements have been completed in the original area."
MMA110-08P	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Pre-design roadway widening	2008	6	RARF	\$ 467,000	\$ -	\$ 1,086,000	\$ 1,553,000	Delete Project.	Minor project revisions are required to delete the pre-design, design, and right-of-way for El Mirage Rd: Northern Ave to Bell Rd. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
MMA110-08RW	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (1 of 4)	2009	6	RARF	\$ 486,000	\$ -	\$ 1,158,000	\$ 1,654,000	Delete Project.	
MMA110-09D	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Pre-design roadway widening	2009	6	RARF	\$ 168,000	\$ -	\$ 391,000	\$ 559,000	Delete Project.	
MMA110-09RW	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (2 of 4)	2010	6	RARF	\$ 3,820,000	\$ -	\$ 896,000	\$ 4,716,000	Delete Project.	
MMA110-10D	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Design roadway widening	2010	6	RARF	\$ 763,000	\$ -	\$ 1,781,000	\$ 2,544,000	Delete Project.	
MMA110-10RW	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (3 of 4)	2011	6	RARF	\$ 6,826,000	\$ -	\$ -	\$ 6,826,000	Delete Project.	
MMA110-11D	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Design roadway widening	2011	6	RARF	\$ 2,035,000	\$ -	\$ -	\$ 2,035,000	Delete Project.	
MMA110-12D	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Design roadway widening	2012	6	RARF	\$ 509,000	\$ -	\$ -	\$ 509,000	Delete Project.	
MMA110-12RW	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (4 of 4)	2012	6	RARF	\$ 6,898,000	\$ -	\$ -	\$ 6,898,000	Delete Project.	

AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN 2007 UPDATE

February 5, 2008

Project Number	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
MMA08-815	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2008	2	RARF	\$ 177,429	\$ -	\$ 414,000	\$ 591,429	Add project.	
MMA09-820	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2009	2	RARF	\$ 281,143	\$ -	\$ 656,000	\$ 937,143	Add project.	
MMA10-615	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Advance acquisition of right of way for roadway widening (1 of 2)	2010	2	RARF	\$ 2,351,091	\$ -	\$ 1,158,000	\$ 3,509,091	Add project.	Minor project revisions are required to repack the El Mirage Rd: Northern Ave to Bell Rd into segments and add new pre-design, design, and right-of-way projects for El Mirage Rd: Thunderbird Rd to Bell Rd and change the agency to Maricopa County. This revision would not change the implementation dates of the segments in the Regional Transportation Plan. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
MMA10-616	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2010	2	RARF	\$ 600,000	\$ -	\$ 200,000	\$ 800,000	Add project.	
MMA10-617	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2010	2	RARF	\$ 140,571	\$ -	\$ 328,000	\$ 468,571	Add project.	
MMA11-821	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Advance acquisition of right of way for roadway widening (2 of 2)	2011	2	RARF	\$ 1,819,152	\$ -	\$ 896,000	\$ 2,715,152	Add project.	
MMA11-822	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way for roadway widening (1 of 3)	2011	2	RARF	\$ 1,990,500	\$ -	\$ -	\$ 1,990,500	Add project.	
MMA11-823	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2011	2	RARF	\$ 3,750,000	\$ -	\$ 1,250,000	\$ 5,000,000	Add project.	
MMA12-823	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2012	2	RARF	\$ 1,236,000	\$ -	\$ 412,000	\$ 1,648,000	Add project.	
MMA12-824	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way for roadway widening (2 of 3)	2012	2	RARF	\$ 9,289,000	\$ -	\$ -	\$ 9,289,000	Add project.	
ACI-ELM-20-03	Maricopa County	El Mirage Rd: Thunderbird to Bell	Construct roadway improvement	2015	2	RARF	\$ 2,174,857	\$ -	\$ 1,348,000	\$ 3,522,857	Change Regional Cost by \$1,000.	Minor project revision for decrease in regional funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
ACI-SHA-20-03-A	Scottsdale	Shea and 90th/92nd/96th	Reimbursement for Design, Right-of-Way Acquisition, and Construction of Intersection Improvements	2021	0.6	RARF	\$ 1,500,000	\$ -	\$ 3,500,000	\$ 5,000,000	Consolidate 3 Existing Projects: ACI-SHA-20-03-A, ACI-SHA-20-03-B, ACI-SHA-20-03-C	
ACI-SHA-20-03-A	Scottsdale	Shea at 90th St	Reimbursement for Design, Right-of-Way Acquisition, and Construction of Intersection Improvement	2021	0.2	RARF	\$ -	\$ -	\$ -	\$ -	Delete Individual Project for Consolidation Purposes	Minor project revisions to consolidate existing projects. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
ACI-SHA-20-03-B	Scottsdale	Shea at 92nd St	Reimbursement for Design, Right-of-Way Acquisition, and Construction of Intersection Improvement	2021	0.2	RARF	\$ -	\$ -	\$ -	\$ -	Delete Individual Project for Consolidation Purposes	
ACI-SHA-20-03-C	Scottsdale	Shea at 96th St	Reimbursement for Design, Right-of-Way Acquisition, and Construction of Intersection Improvement	2021	0.2	RARF	\$ -	\$ -	\$ -	\$ -	Delete Individual Project for Consolidation Purposes	



AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN 2007 UPDATE

February 5, 2008

Project Number	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
ACI-SHA-20-03-A	Scottsdale	Shea and 90th/92nd/96th	Reimbursement for design of intersection improvement	2021	0.6	RARF	\$ 120,000	\$ -	\$ 280,000	\$ 400,000	Change allocation of funding amounts in Arterial Life Cycle Program (ALCP)	Minor project revision to change funding allocations. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
ACI-SHA-20-03-A	Scottsdale	Shea and 90th/92nd/96th	Reimbursement for right-of-way acquisition for intersection improvement	2021	0.6	RARF	\$ 30,000	\$ -	\$ 70,000	\$ 100,000	Change allocation of funding amounts in ALCP	
ACI-SHA-20-03-A	Scottsdale	Shea and 90th/92nd/96th	Reimbursement for construction of intersection improvement	2021	0.6	RARF	\$ 1,350,000	\$ -	\$ 3,150,000	\$ 4,500,000	Change allocation of funding amounts in ALCP	
ACI-SHA-20-03-D	Scottsdale	Shea Blvd at Via Linda St	Reimbursement for design of intersection improvement	2022	0.2	RARF	\$ 60,000	\$ -	\$ 140,000	\$ 200,000	Change allocation of funding amounts in ALCP	
ACI-SHA-20-03-D	Scottsdale	Shea Blvd at Via Linda St	Reimbursement for right-of-way acquisition for intersection improvement	2022	0.2	RARF	\$ 60,000	\$ -	\$ 140,000	\$ 200,000	Change allocation of funding amounts in ALCP	Minor project revision to change funding allocations. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
ACI-SHA-20-03-D	Scottsdale	Shea Blvd at Via Linda St	Reimbursement for construction of intersection improvement	2022	0.2	RARF	\$ 502,000	\$ -	\$ 1,171,000	\$ 1,673,000	Change allocation of funding amounts in ALCP	
ACI-SHA-20-03-E	Scottsdale	Shea Blvd at 124th St	Reimbursement for design of intersection improvement	2021	0.2	RARF	\$ 18,000	\$ -	\$ 42,000	\$ 60,000	Change allocation of funding amounts in ALCP	
ACI-SHA-20-03-E	Scottsdale	Shea Blvd at 124th St	Reimbursement for right-of-way acquisition for intersection improvement	2021	0.2	RARF	\$ 18,000	\$ -	\$ 42,000	\$ 60,000	Change allocation of funding amounts in ALCP	Minor project revision to change funding allocations. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
ACI-SHA-20-03-E	Scottsdale	Shea Blvd at 124th St	Reimbursement for construction of intersection improvement	2021	0.2	RARF	\$ 75,000	\$ -	\$ 175,000	\$ 250,000	Change allocation of funding amounts in ALCP	
ACI-SHA-20-03-F	Scottsdale	Shea Blvd at Mayo/134th St	Reimbursement for design of intersection improvement	2021	0.2	RARF	\$ 15,000	\$ -	\$ 35,000	\$ 50,000	Change allocation of funding amounts in ALCP	
ACI-SHA-20-03-F	Scottsdale	Shea Blvd at Mayo/134th St	Reimbursement for right-of-way acquisition for intersection improvement	2021	0.2	RARF	\$ 30,000	\$ -	\$ 70,000	\$ 100,000	Change allocation of funding amounts in ALCP	Minor project revision to change funding allocations. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
ACI-SHA-20-03-F	Scottsdale	Shea Blvd at Mayo/134th St	Reimbursement for construction of intersection improvement	2021	0.2	RARF	\$ 45,000	\$ -	\$ 105,000	\$ 150,000	Change allocation of funding amounts in ALCP	
ACI-SHA-20-03-G	Scottsdale	Shea Blvd - SR-101L to 96th St, ITS Improvements	Reimbursement for design of intersection improvement	2021	1	RARF	\$ 43,000	\$ -	\$ 100,000	\$ 143,000	Change allocation of funding amounts in ALCP	
ACI-SHA-20-03-G	Scottsdale	Shea Blvd - SR-101L to 96th St, ITS Improvements	Reimbursement for construction of intersection improvement	2021	1	RARF	\$ 45,000	\$ -	\$ 103,000	\$ 148,000	Change allocation of funding amounts in ALCP	Minor project revision to change funding allocations. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
ACI-SHA-20-03-G	Scottsdale	Shea Blvd - SR-101L to 96th St, ITS Improvements	Reimbursement for construction of intersection improvement	2022	1	RARF	\$ 69,000	\$ -	\$ 161,000	\$ 230,000	Change allocation of funding amounts in ALCP	
ACI-SHA-20-03	Scottsdale	Shea Blvd: SR-101L to SR-87	Reimbursement for ITS improvements at various locations	2022		RARF	\$ (630,000)	\$ -	\$ 630,000	\$ -	Change allocation of funding amounts in ALCP	Minor project revision to change funding allocations. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
ACI-SHA-20-03	Scottsdale	Shea Blvd: SR-101L to SR-87	Reimbursement for ITS improvements at various locations	2023		RARF	\$ (3,525,000)	\$ -	\$ 3,525,000	\$ -	Change allocation of funding amounts in ALCP	
ACI-SHA-20-03	Scottsdale	Shea Blvd: SR-101L to SR-87	Reimbursement for ITS improvements at various locations	2024		RARF	\$ (12,134,000)	\$ -	\$ 12,134,000	\$ -	Change allocation of funding amounts in ALCP	

# ***MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review***

**DATE:**

February 5, 2008

**SUBJECT:**

MAG Human Services Coordination Transportation Plan 2008 Update

**SUMMARY:**

The MAG Human Services Coordination Transportation Plan 2008 Update was developed in collaboration with representatives from 70 agencies, municipalities, companies and residents. The plan addresses progress made since the implementation of the 2007 plan. It also proposes five new strategies. The strategies include an ambassador program to create an information network in the community; standardized training for drivers and riders to help maximize the benefits of the current system; the development of standardized coordination policies to assist agencies in working with one another; and the collection and analysis of data to assist with program and policy development for people needing human services transportation. This activity is undertaken in response to a federal requirement affecting all applicants of Section 5310, Section 5316 and Section 5317. The MAG Human Services Technical Committee and Human Services Coordinating Committee recommended approval of the plan in January 2008. The draft plan is presented now for the Committee's recommendation for approval.

**PUBLIC INPUT:**

The plan was created by engaging more than 100 people from 70 different agencies through a series of meetings from August through December 2007. Opportunities for public input at the committee level were offered at the MAG Human Services Technical Committee and MAG Human Services Coordinating Committee meetings in January 2008. No input was offered at these committee meetings.

**PROS & CONS:**

**PROS:** Coordinating human services transportation will make programs more efficient and will serve more people. Lack of coordination results in wasted resources, inefficient use of time and vulnerable people receiving poor quality service, or in the worst case, being left in dangerous circumstances. The first plan helped improve coordination through strategies focused on communication. The new strategies in the 2008 plan focus on standardizing operations at the agency level to facilitate better coordination.

**CONS:** There are no anticipated negative effects.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** According to SAFETEA-LU regulations, a coordinated human services transportation plan must be in place so that JARC, New Freedom and 5310 funds may be drawn down. This plan has been developed by a diverse group as mandated by federal regulations. Setting forth clear expectations will help to build a strong foundation for more intensive coordination in the future.

According to FTA guidance, both the 2007 and 2008 plans specifically include the following: an assessment of available services that identifies current providers (public, private, and non-profit); an assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes; strategies and/or activities to address the identified gaps and achieve efficiencies in service

delivery; and relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

**POLICY:** Lack of coordination can result in lower productivity, wasted resources and lower quality services for a very vulnerable population. Elderly, people with disabilities and people with low incomes are significantly affected by human services transportation. Ultimately, this service is not about busses, vans or cars but the quality of life people experience when they have access to medical care, employment and a good support system. Improving human services transportation coordination will result in better access to these opportunities and better utilization of existing resources.

**ACTION NEEDED:**

Recommend approval of the MAG Human Services Coordination Transportation Plan 2008 Update.

**PRIOR COMMITTEE ACTIONS:**

The MAG Human Services Coordinating Committee recommended the plan for approval on January 15, 2008.

**MEMBERS ATTENDING**

Mayor Marie Lopez Rogers, Avondale, Chair  
Connie Stepnitz for Vice Mayor Rob Antoniak, Goodyear  
+ Councilmember Dave Crozier, Gilbert  
\* Councilmember Roy Delgado, El Mirage  
Councilmember Trinity Donovan, Chandler  
+ Catalina Mena for Leslie Evans, Tempe Community Council  
Laura Guild for Susan Hallett, Arizona Department of Economic Security

\* Councilmember Kyle Jones, Mesa, Vice Chair  
+ Vice Mayor Manuel Martinez, Glendale  
+ Judy Bowden for Carol McCormack, Mesa United Way  
Donna Reid, Chair of the City of Scottsdale Human Services Commission  
+ Jayson Matthews for Councilmember Onnie Shekerjian, Tempe  
\* Supervisor Mary Rose Wilcox, Maricopa County

+Those members present by audio/videoconferencing.

\*Those members neither present nor represented by proxy.

The MAG Human Services Technical Committee recommended the plan for approval on January 10, 2008.

**MEMBERS ATTENDING**

Carl Harris-Morgan, Gilbert, Chairman  
Kathy Berzins, Tempe  
Judy Bowden, Mesa United Way  
Paige Garrett, Quality of Life Community Services, Inc.  
Joyce Gross, Buckeye  
Tim Cole for Jeffery Jamison, City of Phoenix  
Deanna Jonovich, Phoenix  
Jim Knaut, Area Agency on Aging  
Margarita Leyvas, Maricopa County

\* Joyce Lopez-Powell, Valley of the Sun United Way  
Dan Lundberg, City of Surprise  
Jayson Matthews, Tempe Community Council  
Joy McClain, Tolleson  
Jose Mercado for Doris Marshall, Phoenix  
Jeff Young for Sandra Mendez, DES/CSA  
\* Kyle Moore, DES/ACYF  
Sylvia Sheffield, Avondale  
Carol Sherer, DES/DDD  
+ Patrick Tyrrell, Chandler

+Those members present by audio/videoconferencing.

\*Those members neither present nor represented by proxy.

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# Maricopa Association of Governments Human Services Coordination Transportation Plan



**DRAFT 2008 Update**



## Table of Contents

Executive Summary .....	1
Introduction .....	3
Background .....	6
Progress Report .....	8
Highlight on Mobility Management as a Coordination Strategy .....	10
Process to Update the Plan .....	11
New Strategies .....	12
1. Ambassador Program .....	12
2. Standardized Driver Training .....	13
3. Standardized Coordination Policies .....	14
4. Need and Demographic Tracking .....	15
5. Travel Training for Older Adults and People with Disabilities .....	16
Future Considerations .....	18
Conclusion .....	19
Participant List .....	20
Resources .....	21





## Maricopa Association of Governments Human Services Coordination Transportation Plan – 2008 Update

### Executive Summary



2007 MAG Human Services  
Coordination Transportation  
Plan

Since 2006, the Maricopa Association of Governments (MAG) has worked cooperatively with the City of Phoenix, the designated recipient of Federal Transit Administration (FTA) funds for the region. Our partners include a diverse array of representatives from the public sector, private sector, nonprofit transportation and human services providers, and the public to develop effective strategies for coordinating transportation services. The collective goals of this planning process are to identify the transportation needs of individuals with disabilities, older adults, and people with low incomes; provide strategies for meeting those local needs; and prioritize transportation services for funding and implementation.

The 2008 plan proposes five initiatives to achieve this goal. These include an ambassador program to create an information network in the community; standardized training for drivers and riders to help maximize the benefits of the current system; the development of standardized coordination policies to assist agencies in working with one another; and the collection and analysis of data to assist with program and policy development for people needing human services transportation.

The need for seamless service is not a new issue. Legislation at the federal level through the Safe Accountable,

Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) formalized the activity into a requirement in 2006. For the first time, the government mandated that any agency applying for Section 5310 funds, Elderly Individuals and Individuals with Disabilities; Section 5316 funds, Job Access and Reverse Commute; or Section 5317 funds, New Freedom funds; needed to respond to a locally derived coordination plan. As the designated recipient for Sections 5316 and 5317 dollars, the City of Phoenix supports MAG in conducting the planning process by providing expertise, participation and funding.

Prior to changes in federal law, the region identified the need to coordinate human services transportation. Community feedback gathered during the development of the 2006 MAG Regional Human Services Plan consistently emphasized the need for better access to information and services. Focus group participants across all sectors, income levels and geography demanded better solutions for moving people throughout the region.

The 2007 Maricopa Association of Governments (MAG) Human Services Coordination Transportation Plan laid the foundation for the first step in coordination through improved communication between agencies and awareness of current resources. This update takes the next step in coordination by standardizing policies, training and information about human services transportation programs.



According to FTA guidance, both the 2007 and 2008 plans specifically include the following:

- An assessment of available services that identifies current providers (public, private, and non-profit).
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes.
- Strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery.
- Relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.



This region has significant resources and strengths in the area of human services transportation. A multitude of agencies offer quality programs that enhance people's dignity and self-sufficiency. Political will and community support bring focus to this issue in a constructive way. Many people offer their expertise and experience to develop the plans that will have a deep and meaningful impact. Successful coordination will offer critical benefits, especially for vulnerable people in the region.

This plan is indebted to the many people committed to its success. All have a role to play in this endeavor. For more information about the plan or the next steps forward, please contact MAG at (602) 254-6300 or at [humanservices@mag.maricopa.gov](mailto:humanservices@mag.maricopa.gov).



## Introduction

The Since 2006, the Maricopa Association of Governments (MAG) has worked cooperatively with the City of Phoenix, the designated recipient of Federal Transit Administration (FTA) funds for the region. Our partners include a diverse array of representatives from the public sector, private sector, nonprofit transportation and human services providers, and the public to develop effective strategies for coordinating transportation services. The collective goals of this planning process are to identify the transportation needs of individuals with disabilities, older adults, and people with low incomes; provide strategies for meeting those local needs; and prioritize transportation services for funding and implementation.

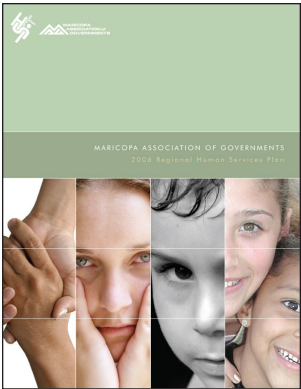
The need for seamless service is not a new issue. Legislation at the federal level through the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) formalized the activity into a requirement in 2006. For the first time, the government mandated that any agency applying for Section 5310 funds, Elderly Individuals and Individuals with Disabilities; Section 5316 funds, Job Access and Reverse Commute; or Section 5317 funds, New Freedom funds; needed to respond to a locally derived coordination plan. As the designated recipient for Sections 5316 and 5317 dollars, the City of Phoenix supports MAG in conducting the

planning process by providing expertise, participation and funding.

Prior to changes in federal law, the region identified the need to coordinate human services transportation. Community feedback gathered during the development of the 2006 MAG Regional Human Services Plan consistently emphasized the need for better access to information and services. Focus group participants across all sectors, income levels and geography demanded better solutions for moving people throughout the region.

The region rallied to create the inaugural 2007 MAG Human Services Coordination Transportation Plan. This plan represented the voices of hundreds of stakeholders and coalesced diverse interests into three short-term strategies. Within a month of its publication, the plan was recognized as a national model and was later presented at a national conference in Washington, D.C. Even amidst this success, plans were well underway to update the document before the print was even dry. This speaks not to any flaws in the process or product, but to the dynamic and rapidly changing environment of human services transportation coordination.

The question confronting the region then is not whether or not to coordinate human services transportation. Instead, we are faced with the challenge of how best to



*2006 MAG Regional Human Services Plan*





## Maricopa Association of Governments Human Services Coordination Transportation Plan – 2008 Update

coordinate the myriad of programs and needs into one comprehensive service delivery model. There are many roads we can choose. This plan is the map to lead the region to its destination of truly coordinated human services transportation.

According to FTA guidance, both the 2007 and 2008 plans specifically include the following:

- An assessment of available services that identifies current providers (public, private, and non-profit).
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes.
- Strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery.
- Relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

Broad community support has marked the update of the plan, just as it proved to be the strength of the first plan. Key decision makers, clients of the system, planners, providers and funders alike have shared their insights and dreams for a truly coordinated system that serves all people. The development of the 2008 MAG Human Services Coordination Transportation Plan Update has renewed commitment to the following insights:

- Coordinated human services transportation will not just improve mobility options, it will enhance people's quality of life. As people are better able to rely on effective transportation solutions, this will positively impact their ability to maintain employment, housing, good health and an adequate support system.
- The level of assistance needed to access transportation is defined just as much by the ability of the environment to respond to such needs as it is by an individual's disability. If the environment were truly accessible, then personal disabilities would not be perceived.
- While efforts to coordinate human services transportation are specifically developed for older adults, persons with disabilities and people with low-incomes, the solutions being developed are universally beneficial for all people.

This plan will offer background on the federal, state and regional elements of the pursuit to coordinate human services transportation. Detail about the process to update the plan will be given, as well as a report on progress made on the implementation of the 2007 plan. New strategies and next steps will be provided to move the region forward.



As the report will make clear, the first plan laid the foundation for coordination by prompting communication of the main stakeholders. This strategy is based on the belief that communication creates the relationships necessary for coordination. This update will continue the evolution of coordination by standardizing basic elements of human services transportation, such as training and policies.

Future coordination strategies will represent more intensive efforts, such as joint-use agreements and eventually consolidation of services on some level. The region cannot afford to be complacent with comfortable practices that do not result in tangible change. We must continuously challenge ourselves to do more. The people we serve deserve no less.



## Background

The need to coordinate human services transportation programs developed the instant more than one program existed. With the multitude of programs that are offered today, the need to coordinate efforts has never been greater. “There’s no such thing as too much of a good thing,” is tested with well-intentioned but overlapping programs that waste resources in some areas while leaving critical needs unaddressed in other areas. Despite the need for effective solutions, the answers have not come without struggle. If this work was easy, it would have been done 30 years ago when the need first manifested.

A renewed focus on this need crystallized on February 24, 2004 when President Bush signed Executive Order 13330 and created the Interagency Transportation Coordinating Council on Access and Mobility (CCAM). This group was charged with the Herculean task of coordinating 62 different funding streams that supported a plethora of programs providing human services transportation. The council is striving to increase education and outreach, reduce duplication, consolidate access, support comprehensive planning and the development of cost allocation procedures and document relevant best practices.

The priority to coordinate transportation services was heightened on August 10, 2005 when President Bush signed SAFETEA-LU into action. This legislation authorized \$284 billion for federal surface transportation programs over five years, including \$52.6 billion in transit programs, a 46 percent increase over previous legislation. With money on the table and a clear directive from the White House, a flurry of activity erupted at the local level.

This legislation had direct and tangible effects at the agency level. Specifically, any projects receiving support from three funding sources affected by this legislation had to support a locally coordinated plan. These three funding sources include Section 5310, Elderly Individuals and Individuals with Disabilities; Section 5316, Job Access and Reverse Commute; and the newly developed Section 5317, New Freedom. Representing older adults, people with disabilities and low-income people, these three grant programs serve some of the most vulnerable people who are least able to use mainstream transportation.

Local efforts receive support and guidance at various levels. The national United We Ride Council, as well as its counterpart, Arizona Rides, offers high level direction for programs, policies and planning. The Arizona Department of Economic Security, the Arizona Health Care Cost



*Federal programs are designed to support the transportation needs of older adults, people with disabilities and those with low income.*



*Maricopa Association of Governments*  
**Human Services Coordination**  
**Transportation Plan – 2008 Update**

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Containment System, Arizona Department of Transportation and councils of governments all serve on the Arizona Rides Council. The City of Phoenix provides critical financial support and expertise for the planning process through MAG. The representative from the Maricopa Association of Governments on Arizona Rides also serves on the national steering committee for the National Resource Center, a clearinghouse for human services transportation information. These relationships ensure effective circulation of strategies from the regional to the statewide to the national levels.



## Progress Report

The 2007 plan identified three short-term strategies that would lay a solid foundation for more intensive strategies in the future. These steps take into account the reluctance of providers to embrace coordination. A fierce commitment to the uniqueness of their clients and competition for scarce resources has made many agencies wary. A survey of providers in 2005 indicated that many would not even consider a number of coordination strategies. Now that federal requirements have taken the voluntary element out of the equation, coordination is a required exercise. The plan maintained a precarious balance between technical feasibility and political reality.

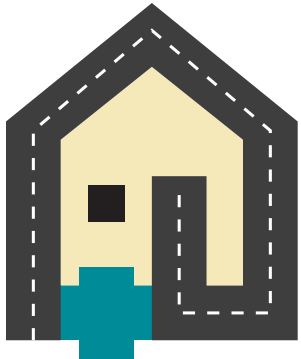
Significant progress has been made since the initial plan was published. The following is a summary of the steps taken to successfully implement the plan.

**1. Ongoing assessment and evaluation:** The City of Phoenix, the Arizona Department of Transportation and the Maricopa Association of Governments host the application processes for the three grant programs in question, Sections 5310, 5316 and 5317. These agencies are tracking compliance with the plan through the applications. All applicants in 2007 signed commitment forms to support the implementation of the plan. The 2008 application process will

include additional measures to monitor full compliance. In addition, applications exhibiting innovative collaborations will be ranked more favorably.

**2. Sub-regional and regional meetings:** Sub-regional groups have been engaged in the West Valley, East Valley and Phoenix to promote relationships and communication. An impressive number of stakeholders have participated in three meetings in each of the sub-regions. A regional meeting for 250 people has been scheduled for April 8, 2008. This event will promote the most promising practices identified at the sub-regional level to be replicated at the regional level. Housing has been added to the conference in deference to the interdependence of the two issues. An informal group of primary partners and leadership from throughout the region has lent oversight to the implementation of this strategy.

**3. Comprehensive online directory:** The sub-regional groups have supplemented and refined the data currently available for human services transportation programs. This expanded database has been utilized by AZ211 to expand their information. Valley Metro is currently reviewing the database to ensure all the public transit information is included appropriately. MAG will work with AZ211 to make the search results more accurately and specifically appropriate to the



**Housing & Transportation**  
Human Services Coordination

*A regional meeting on  
Transportation and housing  
has been scheduled for  
April 8, 2008*



needs expressed. With the inclusion of the public transit data and links between to ensure seamless searching, this goal as it was originally written will be completed.

These strategies have met with success thanks to the diligent support of a wide range of stakeholders including the Section 5310, 5316 and 5317 agencies. In addition, the municipalities and MAG member agencies have provided critical partnerships in this process. Special thanks are also extended to the Arizona Rides Council for sharing their expertise and influence to enhance this process. With the continued support of these groups, great strides can be made in human services transportation.







## Highlight on Mobility Management as a Coordination Strategy

The process and community engagement that developed the 2007 Plan provided an unprecedented forum for coordination. This heightened focus offered guidance and funding for agencies wanting to implement innovative strategies to coordinate human services transportation programs. Two agencies answered this call with a proposal that has tremendous potential.



*Triple R Behavioral Health and Terros (above) received an award to hire a Fleet Information Analyst*

Terros and Triple R Behavioral Health both serve people with serious mental illnesses and substance abuse issues. Together, they offer nearly 100,000 trips a year with nearly 100 vehicles, one of the largest nonprofit fleets in the region. The clients they serve face significant social and economic barriers in all aspects of life, including transportation. They very often have difficulty understanding and using public transit. These lost opportunities to engage their community results in debilitating isolation.

The two agencies collaborated on a Section 5310 application for mobility management. They were awarded funds to hire a Fleet Information Analyst and software to manage the vehicles' schedules. This increased efficiency will result in more trips for more clients while providing increased safety. This will enhance the clients' ability to access community supports, imparting a significant

benefit to their mental health. Since the award, the two agencies have been approached by others wanting to join the partnership.

Universal Tracking Systems, the software proposed for this program, is generally used by for profit companies. This is the first time the software will be used in human services transportation. The company is very excited because this represents a whole new market. The agencies are eager to use the software because it offers efficiencies that were unavailable up until now. This project is a wonderful example of how nonprofit agencies can leverage the expertise and resources of for profit companies with government support.

For more information about this project, please contact Peggy Chase, Senior Vice President of Operations/CFO at Terros by calling (602) 818-6934 or Wayne Hochstrasser, President/CEO of Triple R Behavioral Health at (602) 995-7474.



## Process to Update the Plan

This next section will present the process undertaken to update the coordination plan for the MAG region. A number of stakeholders were engaged throughout the development of this document. These include representatives from the Arizona Department of Transportation, the Arizona Health Care Cost Containment System, the Arizona Department of Economic Security, nonprofit providers of transportation and human services, for profit companies, clients representing older adults, people with disabilities and people with low-incomes, municipalities, Maricopa County and faith-based organizations. Their cumulative experiences and perspectives provided the framework for this update. Their vision will shape the number and nature of services offered to meet human transportation needs.

This effort is indebted to the people and groups who shepherded the continuing pursuit of coordination. As indicated in the status report on the last plan's short-term strategies, sub-regional groups met to dialogue about local useful practices and lessons learned. The West Valley Human Services Alliance's Transit Subcommittee took on this responsibility for that sub-region. New groups of familiar faces were formed in the East Valley and in Phoenix. Open invitations were extended for each of the three meetings in each sub-region. People or providers with a particular interest or service to a sub-region were encouraged to attend meetings in that sub-region

to facilitate familiarity and relationships.

Once convened, the groups reviewed the resource information for the online directory and identified features that would be key to its success. The groups then turned their attention to agencies or practices that enhanced coordination in that sub-region. Regional, statewide and national practices and services were assessed for potential replication in that sub-region as well. Above all, the meetings served to familiarize the people and providers with each other. This resulted in information being shared, partnerships being formed and capacity increased as services were better coordinated. The broad invitation to the meetings brought in people unfamiliar to formal service delivery but very much in need of assistance. These forums offered technical assistance, an orientation to the field of human services transportation and a support system.

Through each meeting in every part of the region, two prevailing questions were addressed; what can be done to help improve the coordination of human services transportation and what needs can be met through such coordination. While the main goal of the plan is to positively impact services on a personal level, the long-term sustainability of any strategy chosen rests on the ability and willingness of the agencies to implement it. If the agencies do not espouse a strategy, then any success at all will be fleeting and ill-fated. If the agencies own a strategy and benefit from it, then they will ensure that it will thrive.



*The West Valley Human Services Alliance's Transit Subcommittee met to dialogue about best practices.*





## New Strategies



The following strategies were developed based on direct feedback from agencies and the people they serve through human services transportation programs. All five initiatives have the potential to maximize the resources in the region available. This will be done by empowering people with additional services and information, assisting agencies to standardize their operations, and providing the region with current, accurate data about unmet needs and the demographics of the people needing transportation services.

A general evaluation of the strategies will be conducted through a series of three focus groups and surveys throughout the region in the last quarter of FY09. Feedback from at least 65 percent of the respondents will indicate the strategies are effectively addressing the need to coordinate human services transportation. At least 35 percent will report their quality of life has improved as a result of these measures. Any suggestions for improvement will guide the next update to this plan.

These strategies are proposed to better coordinate human services transportation in the region by standardizing the services available.

### 1. Ambassador Program

#### *Audience*

People from the community with an emphasis on age restricted communities, people with disabilities and people with low-incomes

#### *Action*

This program will connect people from the community with standardized travel training, sensitivity training, and information about human services transportation resources. Ambassadors will be kept current through monthly e-mails, quarterly sub-regional meetings and an annual regional meeting to celebrate the efforts of the ambassadors. Pending the acquisition of funding, incentives such as free buses will be given to the volunteers as incentives for participation in the program.

The community will access the ambassador volunteers through their local communication channels or through MAG. If someone calls MAG for information about human services transportation, they will be referred to the ambassador in their community. The program will be marketed through mainstream outlets such as community cable stations, newsletters, newspapers, and word of mouth.

#### *Agency Responsible*

Maricopa Association of Governments



*Maricopa Association of Governments*  
**Human Services Coordination  
Transportation Plan – 2008 Update**

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*Timeline*

Recruitment for ambassadors will begin in May 2008. Training will be completed by the end of October 2008. Quarterly meetings will begin in October 2008. The regional meeting will be held in the fourth quarter of Fiscal Year 2009.

*Impact*

This activity will increase the capacity of the region to disseminate accurate information about human services transportation. People will receive more individualized assistance. The burden on agencies to provide both this assistance and information will be lessened. This will allow them to focus more time and energy on transporting people.

*Evaluation*

Both ambassadors and people receiving assistance will complete surveys. This evaluation instrument will indicate satisfaction with the program and opportunities for improvement. MAG will engage community partners to review the survey results and enact any necessary changes to the program on a biannual basis. At least 65 percent of those completing the survey will indicate that the program has increased their understanding of and access to human services transportation.

**2. Standardized Driver Training**

*Audience*

Drivers for human services transportation programs, whether volunteers or paid staff, for nonprofit or for profit agencies.

*Action*

Drivers from nonprofit and for profit agencies, whether volunteers or paid staff, will have the opportunity to complete free online trainings for a certificate of completion. The training will address key areas that will enhance the quality service people receive. This will include client transfer and handling, especially in wheel chairs.

*Agency Responsible*

Arizona Department of Transportation

*Timeline*

This strategy will be implemented by the end of 2008.

*Impact*

Standardized online training will improve the quality of drivers, assist the agencies in keeping staff trained and available to work, and benefit people because more services will be available.



## Maricopa Association of Governments Human Services Coordination Transportation Plan – 2008 Update

### *Evaluation*

Agencies applying for Section 5310, 5316 and 5317 funding will be asked to report the number of accidents and complaints for FY08 to date. This will establish a baseline for measuring the effectiveness of the driver training. In FY09, agencies will be asked to report the number and percentage of change in the number of accidents and complaints after their drivers have completed the training. A decrease of five percent in the number of accidents and complaints will indicate the training is effective. Agencies will also have the opportunity to report any positive rider feedback in the application process.

### **3. Standardized Coordination Policies**

#### *Audience*

Agencies that receive Section 5310, 5316 and Section 5317 funding

#### *Action*

Templates for standardized policies about coordination will be developed and made available to agencies providing human services transportation programs. Different requirements from funders will be taken into account when developing the templates. Feedback from the agencies affected, ADOT, and community partners will be used to develop the templates. Agencies receiving funding Sections 5310, 5316 or 5317 will be required

to have a coordination policy using the templates as a guide.

#### *Agency Responsible*

MAG, ADOT and the City of Phoenix will be responsible for monitoring implementation through the application processes for Section 5310, 5316 and 5317. The templates will be developed by these agencies in partnership with community stakeholders.

#### *Timeline*

Development of the policies will take place by the end of Fiscal Year 2008. Training will be provided throughout the end of that calendar year. Implementation will be monitored during the application processes of 2009.

#### *Impact*

This initiative will set a standard for coordination throughout the region. This will facilitate greater coordination among the agencies involved with human services transportation. This will result in greater maximization of resources and reduction in duplication.

#### *Evaluation*

The committees responsible for evaluating the applications will evaluate effectiveness of this initiative. The Elderly Individuals and Individuals with Disabilities Transportation Program Committee at MAG is responsible for



## Maricopa Association of Governments Human Services Coordination Transportation Plan – 2008 Update

the Section 5310 applications. The committee will report compliance of the applicants with this strategy. In FY09, at least 85 percent of applicants will implement coordination policies. At least 15 percent of applicants will report an increase in the number of partners with whom they coordinate within a year of implementation of the policy.

#### 4. Need and Demographic Tracking

##### *Audience*

Users of the online directory about human services transportation resources

##### *Action*

The online directory for human services transportation resources is being implemented by AZ 2-1-1. In order to offer the most appropriate information about resources, the system will also inquire about a person's demographics such as age, income, level of assistance needed, disability status and residence. Instruction on how to use the directory will be provided on the Web site, to all ambassadors, and to the general public through AZ 2-1-1's outreach efforts. In addition, the system will track the unmet needs of the user by asking if the resources presented met the user's needs. If the resources are not appropriate, the system will track reasons such as lack of availability, outside the service delivery area and ineligible. The data gleaned will be tracked, reported and used to

assess gaps and to develop new programs. As AZ211 expands their service to include a call center, there will be additional support available. The system will be marketed through mainstream venues such as community cable stations, the network of human services and transportation providers and MAG member agencies.

##### *Agency Responsible*

AZ 2-1-1 with support from Valley Metro and MAG.

##### *Timeline*

By the end of the fourth quarter of FY 2008, AZ 2-1-1 will have created a form used to collect demographic and need information from users of the database in order to track data and help refine the search. AZ 2-1-1 will feature the database and search engine at the Housing and Transportation Conference on April 8, 2008. MAG staff will work with the sub-regional groups in the first quarter of FY 2009 to review and identify elements needing revision in the new online directory on AZ 2-1-1. AZ 2-1-1 will make changes as needed to the directory by the end of the second quarter in FY09. The directory will be marketed and launched in the third quarter of FY09. All agencies will be invited to provide links from their Web sites.

##### *Impact*

This initiative will provide invaluable information on a current basis. This will greatly enhance the ability of the



Visit Arizona 2-1-1 online at  
[www.az211.gov](http://www.az211.gov)



region to plan new programs and approaches to coordinate human services transportation. The region is growing rapidly. Such population growth results in needs changing and emerging quickly. This dynamic environment requires consistent and current data collection in order to ensure strategies used are responsive to emerging needs.

#### *Evaluation*

Users of the system will report their satisfaction with the directory. At least 75 percent will indicate satisfaction with the directory. Quarterly reports on the needs and demographics of the users will be provided to MAG on a quarterly basis. MAG will work with AZ 2-1-1 and community partners to analyze the data and recommend changes to the directory or to the human services transportation delivery system. This may include new program development, revisions to coordination strategies or modification recommendations to existing programs. A survey of community partners will indicate at 70 percent find the process effective to increasing coordination and maximization of transportation resources.

### **5. Travel Training for Older Adults and People with Disabilities**

#### *Audience*

People from the community needing assistance and knowl-

edge to access public transit options. The primary target population is older adults and people with disabilities.

#### *Action*

Free, standardized travel training will be provided to assist people in using public transit options. Training is currently available to older adults through a variety of sources including but not limited to regional entities like Valley Metro RPTA, statewide agencies such as the Arizona Department of Economic Security's Rehabilitation Services Administration and municipalities like the City of Glendale. This strategy supports the expansion of Valley Metro's new travel training program for people with disabilities, including people with visual impairments, as supported by a Section 5317 grant. As available, the training will be given by certified orientation mobility instructors. People with disabilities may be used to mentor those receiving the travel training, but will not serve as instructors unless they are certified. Emphasis in the training will be placed on helping people use the bus, or the fixed route system. Awareness will also be raised about alternative options such as deviated fixed route services which are buses that deviate their route to pick up people at their residence within a limited geographic area from the fixed route service. If these options do not meet the needs of people receiving the training, then paratransit options will be presented. If the person is Americans with Disability Act (ADA) eligible, then they will be assisted to apply for services and benefits.



*Valley Metro will provide training with an emphasis on helping people with disabilities use the bus, or the fixed route system.*





#### *Agency Responsible*

Valley Metro has received a Section 5317 grant to administer travel training to people with disabilities. This expands their current program aimed at older adults. Together, these programs will meet the intent of this strategy. They will coordinate with municipalities that provide this training, such as the City of Glendale, to ensure consistency among programs throughout the region.

#### *Timeline*

Training will begin in April 2008 and continue on a periodic basis thereafter.

#### *Impact*

Resources will be maximized if as many people as possible utilize the fixed route system for as many trips as possible. This improved mobility will enhance people's quality of life and increase the capacity of the system to serve more people who are not able to use buses due to advanced age or impairment. Travel training has been proven an efficient way to cost effectively empower people to fully use public transit options.

#### *Evaluation*

Valley Metro RPTA will track the percentage of people decreasing their reliance on paratransit use and their increased usage of other options. Within a year of implementation, RPTA will report a five percent reduction in

paratransit use and a corresponding increase in utilization of other mobility options.

These five strategies will help move the region closer to a truly coordinated human services transportation system. The following future strategies will intensify the level of coordination and corresponding impact.



## **Future Considerations and Strategies**



While the strategies included in this update will provide important benefits, additional work remains to realize the full potential this region has to offer. Coordination will need to progressively intensify in order to meet the expectations of the federal government as well as the people in need of transportation services. The first plan laid the foundation for coordination by increasing communication among providers and the knowledge about existing resources. The three short-term strategies enhance people's access to information and services. This update continues that work by building on this increased familiarity to standardize access to services and information.

In the next update, this region will consider how best to implement more intensive coordination strategies such as joint use agreements. Already, there are some promising examples of for profit and government programs working together to meet the needs of our citizens. Lessons can be learned from these early attempts and applied to future collaborations. Other examples abound across the country of useful models that can be replicated here.

Ultimately, consolidation of some services can be considered and implemented when proven to be the most effective option. Increasingly, the trend supports this strategy

as bearing the most benefits in terms of saved money, increased coordination and highest quality service. This and other options will be research fully and vetted through considerable debate among providers, funders, municipalities and community partners before committing to future action.



## Conclusion

This region has significant resources and strengths in the area of human services transportation. A multitude of agencies offer quality programs that enhance people's dignity and self-sufficiency. Political will and community support bring focus to this issue in a constructive way. Many people offer their expertise and experience to develop the plans that will have a deep and meaningful impact. As stated earlier, if coordination was easy, it would have been done 30 years ago. While the task is not easy, the benefits are tremendous and the responsibility to improve coordination undeniable.

As presented, implementation of the strategies in this plan will take up to two years. At that time, new strategies will be considered and the plan will be updated. This effort is indebted to the plethora of people committed to its success. Lives can be changed as a result of its implementation. All have a role to play in this endeavor. For more information about the plan or the next steps forward, please contact MAG at (602) 254-6300 or at [humanservices@mag.maricopa.gov](mailto:humanservices@mag.maricopa.gov).







## Participant List

### Government

Arizona Department of Economic Security  
Arizona Department of Transportation  
Arizona Health Care Cost Containment System  
City of Avondale  
City of El Mirage  
City of Glendale  
City of Goodyear  
City Of Peoria  
City of Phoenix  
City of Surprise  
City of Tolleson  
Gila River Indian Community  
Maricopa County  
Maricopa County Special Transportation Services  
San Lucy District  
Tohono O'odham Nation  
Town of Buckeye  
Valley Metro/RPTA

### Nonprofit Agencies

A Bridge to Independent Living  
Aires Inc.  
Area Agency on Aging  
Arizona Center for the Blind and Visually Impaired  
Arizona Kidney Foundation  
Arizona Recreation Center for the Handicapped (ARC)  
Arizona Spinal Cord Injury Association  
Beatitudes Campus  
Camp Fire USA, Greater Arizona Council  
Central Arizona Shelter Services  
Chandler Gilbert ARC  
Chicanos Por La Causa Inc.  
Civitan Foundation Inc.  
East Valley Senior Services  
Friendship Retirement Corp.  
Foothills Caring Corporation  
Foundation for Blind Children  
Four Sisters Meals 2-U Inc.

### Nonprofit Agencies (continued)

Gila Bend CAP Office and Senior Center  
Gila River Family Community Center  
Gila River Indian Care Center  
Glencroft Retirement Community  
Gompers Center  
Goodwill of Central Arizona  
Hacienda Healthcare  
Homeward Bound  
Horizon Human Services  
Indian Health Center  
Interfaith Community Care  
LIFE, Inc.  
Lutheran Social Services of the Southwest  
Marc Center of Mesa Inc.  
Mark Allen Foundation  
Maximus  
Native American Community Health Center Inc.  
Neighbors Who Care Inc.  
North Phoenix Visions Of Hope Center  
Peoria Good Shepherd Care Center  
Perry Rehabilitation Center  
Phoenix Indian Center Inc.  
Scottsdale Training and Rehabilitation Services  
SELFF Inc.  
Sun City West Foundation  
TERROS Inc.  
The Arc of Tempe  
Toby House Inc.  
Triple R Behavioral Health  
United Cerebral Palsy Association of Central Arizona  
Valley of the Sun School  
Westview Services

### Private Sector

Consumers and advocates  
Total Transit  
Transystem



## Resources

## Maricopa Association of Governments Human Services Coordination Transportation Plan – 2008 Update

Agency	Physical Address	Service	Geographic Area Served
A New Hope Affordable Transportation		Private for-hire carrier.	Central Phoenix and Glendale.
AAA Full Transportation		Taxi service.	Statewide.
About Care, Inc	600 W Ray Rd. Ste. B5 Chandler, AZ 85225-7264	Transportation. Volunteers escort clients to and from medical or social service appointments and pharmacy after appointments if needed. Elderly.	Chandler/Gilbert areas with boundaries North of Queen Creek Rd. to the Mesa border, East to Val Vista Rd. and West to the I-10 freeway.
AIRES	2140 W Greenway Rd., Ste. 140 Phoenix, AZ 85023	Agency operated vehicles only. Agency clients only. Primarily developmentally disabled.	Maricopa County. Phoenix Metro Area.
All Valley Transportation		Private for-hire carrier.	Statewide.
Allstate Cab Co.		Taxi service.	Maricopa and Pima Counties.
American Cancer Society	2929 E Thomas Rd. Phoenix, AZ 85016-8034	Patient service, information and guidance. Provide transportation, patient education, summer camp for children with cancer and their siblings.	
American H.T.S.		Non emergency medical transportation.	Arizona and California.
American Kidney Foundation - Affiliate National Kidney Foundation Inc	4203 E Indian School Rd. Ste. 140 Phoenix AZ 85018-5341	Provide transportation to and from dialysis treatments.	
Angel Flight West	3161 Donald Douglas Loop South Santa Monica, CA 90405-3210	Free transportation to and from medical treatment or other compelling human need on private aircraft.	
Apache Junction Senior Center (5)		Agency operated vehicles only. Agency clients only - seniors residing in Apache Junction.	Apache Junction and surrounding areas.
Arizona Bridge to Independent Living		Agency operated vehicles only. Agency clients only.	Phoenix metro area.
Arizona Center for the Blind & Visually Impaired		Agency operated vehicles only. Agency clients only.	Northwest Valley.
Arizona Foundation for the Handicapped		Agency operated vehicles only. Agency clients only.	Phoenix metro area.
Arizona Recreation Center for the Handicapped		Agency operated vehicles only. Persons with disabilities participating in center programs.	Phoenix metro area.
Arizona Spinal Cord Injury Association	901 E Willetta St. Ste. 2306 Phoenix, AZ 85006-2727	Transportation Service. Local transportation and day and overnight trips for individuals in wheelchairs.	Arizona.
Assistance for Independent Living		Agency clients only for shopping or medical trips only.	N/R
Atypical Transportation Company		Service under contract to City of Scottsdale.	Scottsdale.
Beatitudes Campus	1610 W Glendale Ave. Phoenix, AZ 85021	Agency operated vehicles only. Agency clients only - serve seniors residing at Campus site at physical address.	North-Central Phoenix.
Beatitudes Center DOAR (Developing Older Adult Resources)	555 W Glendale Ave. Phoenix, AZ 85021-8799	Transportation to medical and social service appointments 9am-3pm Mon-Fri (rides scheduled 3-5 working days in advance and service limited to 1 ride/week and within 10-12 miles of home and no electric wheelchairs or carts.	Only for Fountain Hills, Glendale, Litchfield Park, Paradise Valley, Peoria, Phoenix, Scottsdale area.



## Resources

## Maricopa Association of Governments Human Services Coordination Transportation Plan – 2008 Update

Agency	Physical Address	Service	Geographic Area Served
Buckeye Family Care Center	306 E Monroe, Buckeye, AZ 85326	Limited medical transportation.	
Carl T. Hayden Veterans Affairs Medical Center		Agency vehicles and service provided by contract providers. Agency clients only - VA approved.	Phoenix metro area.
CD Transport, LLC		Private for-hire carrier.	Arizona.
Central Arizona Shelter Services (CASS)		Agency operated vehicles only. Agency clients only.	Maricopa County.
Chandler Gilbert ARC		Agency operated vehicles only. Agency clients only - developmentally disabled.	North: Southern Avenue, South: Riggs Road, East: Ellsworth, West: 24th Street.
City of Phoenix Reserve-a-Ride		Agency operated vehicles supplemented by contract services. Elderly persons over 60 years of age, and persons with disabilities over 18 years of age.	Transportation service only extends to City of Phoenix boundaries.
City of Scottsdale - Cab Connection		No agency operated vehicles or contract services available. Persons over specified age and persons with disabilities.	City limits of Scottsdale.
City of Scottsdale - DAR		Contract services only to Valley Metro.	See Valley Metro.
City of Scottsdale - Trolley		Agency operated vehicles only.	Scottsdale downtown Chaparral, Drinkwater, 2nd Street, Goldwater.
City of Surprise		Agency operated vehicles only.	Surprise, Sun City, Sun City West, El Mirage and (93rd and T-Bird area) in Peoria.
Civitan Foundation, Inc	3509 E Shea Blvd. # 117 Phoenix, AZ 85028	We provide respite, habilitation, attendant care and transportation of our clients to and from Civitan programs and events.	Maricopa County .
ComTrans		Private for-hire carrier. Depends on requirements of contracting agencies.	Arizona.
Coolidge Cotton Express		Agency operated vehicles only.	City of Coolidge city limits .
Dependable Medical Transport Services (DMTS)		Non emergency medical transportation.	Arizona, California, Utah, New Mexico.
Desert Foothills Caring Corp.	480-488-1105		Anthem, Cave Creek and north Scottsdale.
East Valley Family Care Center	2204 S Dobson Rd. Ste 101 Mesa, AZ 85202-6457	Limited medical transportation.	
East Valley Senior Services, Inc	45 W University Dr. Mesa, AZ 85201-5831	Volunteers provide services residents who are homebound and age 60 and over.	City of Mesa residents.
El Mirage Community Action Program (CAP)	14010 N El Mirage Rd. El Mirage, AZ 85335-3101	El Mirage Dial-a-Ride. Door-to-door transportation for residents of El Mirage.	El Mirage and surrounding areas.



## Resources

## Maricopa Association of Governments Human Services Coordination Transportation Plan – 2008 Update

Agency	Physical Address	Service	Geographic Area Served
El Mirage Senior Center	14010 N El Mirage Rd. El Mirage, AZ 85335-3101	Transportation to and from senior center and for minimal prescriptions, limited medical and social services. Referrals to other agencies for other transportation needs.	Transportation through Maricopa County Special Transportation 623-934-4256.
Express Transportation, Inc. (d/b/a Affiliated Transportation)		Private for-hire carrier.	Valleywide.
Fiesta Taxi		Private for-hire carrier.	Maricopa County.
Flights for Life	Confidential location - Phoenix AZ	Provide free non-emergency round-trip air transportation to ambulatory individuals in financial need who must travel for medical treatment.	
Foothills Caring Corps			
Foundation for Blind Children		Agency operated vehicles only. Agency clients only.	Valleywide.
Foundation for Senior Living		Agency operated vehicles only. Agency clients only.	Phoenix Metro including Avondale, Buckeye, Tempe, Chandler and Mesa.
Fountain Hills Taxi & Shuttle		Private for-hire carrier.	Arizona.
Gila Bend Primary Care Center	100 N Gila Blvd. Gila Bend, AZ 85337	Limited medical transportation.	
Glencroft		Agency operated vehicles only. Agency clients only.	Local area - Sun City, Peoria, Glendale, Phoenix.
Glendale Dial-a-Ride		Wheelchair accessible, curb-to-curb bus service within the service area. Service provided for general public, seniors, and disabled passengers. ADA service provided in accordance with established policies and guidelines.	Glendale with connections to Valley Metro, Phoenix DAR, and Peoria DAR.
Glendale Taxi Subsidy Program	6210 W Myrtle Ave Bldg. S Glendale, AZ 85301-1700	Subsidized taxi rides for Glendale residents to and from on-going medical treatment facilities within the City of Glendale.	City of Glendale.
Glendale Transit	6210 W Myrtle Ave Bldg. S Glendale, AZ 85301-1700	Agency operated vehicles supplemented by contract services.	City of Glendale.
Glendale Transit-GUS, Glendale Urban Shuttle (3)	6210 W Myrtle Ave Bldg. S Glendale, AZ 85301-1700	Wheelchair accessible bus service in central Glendale. Open to the public. Provide service to Maricopa County Primary Care Center, Justice Court, Probation Office, and other city offices including CAP.	Glendale Route 1, Route 2 and Route 3.
Gompers Center, Inc.		Agency operated vehicles only. Agency clients only.	Round-trip from home to Gompers Center - mainly Phoenix.
Good Shepherd Villa		Agency operated vehicles only. Agency clients only.	15 mile radius from Good Shepherd Villa.
Guadalupe Special Services		Agency operated vehicles only. Agency clients only - seniors 60 years of age or persons with disabilities.	City of Guadalupe.



## Resources

## Maricopa Association of Governments Human Services Coordination Transportation Plan – 2008 Update

Agency	Physical Address	Service	Geographic Area Served
Hacienda, Inc.		Agency operated vehicles only. Agency clients only residing in our facilities.	Maricopa County, will transport outside of County, within Arizona if required by client.
Horizon Human Services		Agency operated vehicles only. Individuals with disabilities who reside in our group homes.	The Phoenix/Tempe metropolitan area.
Interfaith Community Care		Agency vehicles supplemented by volunteers and purchased transportation. Elderly and persons with disabilities within our service area.	Peoria, El Mirage, Surprise, Youngtown, Sun City, Grand and West.
Interfaith Cooperative Ministries	501 S 9th Ave. Phoenix, AZ 85007	Bus tickets for local transit system for job interviews for low income individuals.	
John C. Lincoln Health Network		Agency operated vehicles only. Network clients participating in adult day care, Head Start, living in senior apartments or transport to/from hospital.	Area bounded by Beardsley to the north; Glendale to the south; Tatum to the east; and 43rd Avenue to the west.
Just for You Transportation Service		Private for-hire carrier.	Maricopa County.
Kora's Radio Taxi Corp.		Private for-hire carrier.	Maricopa County.
Lifestar Ambulette		Non emergency medical transportation.	Statewide.
Lura Turner Homes, Inc.		Agency operated vehicles supplemented by contract services. Agency clients only - adults with developmental disabilities.	City of Phoenix and County of Maricopa.
MARC Center of Mesa		Agency operated vehicles only. Agency clients only	Maricopa and Pinal Counties.
Maricopa County Human Svcs. Special Transportation Services (STS)	Res: 602-372-4280 or toll free 1-866-550-2211 or TDD 602-372-4261	Door-to-door transportation for seniors, individuals with disabilities, and low-income individuals. Delivers noon meals to homebound individuals.	Maricopa County.
Maricopa County Human Svcs. Special Transportation Services (STS) Work Links Program	East Valley: 480-497-0350 X224 and West Valley: 602-372-4289	Temporary Transportation for low income individuals for employment and/or training for employment.	Maricopa County.
Medi-Trans		Non emergency medical transportation.	Valleywide.
Mehari Transportation		Taxi service.	Maricopa County.
Mesa Senior Services, Inc.		Taxi subsidy program, purchase of bus tickets and passes, volunteers, and mileage reimbursements. Elderly persons over 65 years of age and disabled persons 18 - 64 years of age.	Clients who live in Mesa may go within the reimbursement limits. No destination limits are set.
National Runaway Switchboard	3080 N Lincoln Ave. Chicago, IL 60657-4208	Administer Greyhound's Home Free program, gives free one-way bus tickets home for runaway and homeless youth age 12-20.	
NATIVE HEALTH	4520 N Central Ave., Ste 620 Phoenix, AZ 85012	Non emergency medical and dental transportation for NATIVE HEALTH patients only. To Phoenix Indian Medical Center by physician referral for NATIVE HEALTH patients. Wheelchair accessible.	Within a 50 mile radius of NATIVE HEALTH.



## Resources

## Maricopa Association of Governments Human Services Coordination Transportation Plan – 2008 Update

Agency	Physical Address	Service	Geographic Area Served
NATIVE HEALTH - Native American Senior Center	1325 N 14th Street, Building A Phoenix, AZ 85012	Transportation to and from the Senior Center as well as medical, dental, social services, shopping and events for Senior Center participants only. Wheelchair accessible.	10 mile radius of 14th Street and McDowell Road.
Neighbors Who Care	10450 E Riggs Rd. Ste 113 Sun Lakes, AZ 85248-7760	Volunteers provide medical transportation, shopping, respite, friendly visiting, reassurance calls, business assistance, dinner delivery. Agency clients only.	Must live between Queen Creek and Riggs; Price and Val Vista.
Outreach Programs for Ahwatukee Seniors (OPAS)		No agency operated vehicles or contract services available. Any person 62 years of age or older who resides in Ahwatukee.	Clients need to be in zip code 85044, 85045, 85048.
Paradise Valley		Contract service providers. ADA certified individuals only.	Paradise Valley and 3/4 mile of a local bus route.
Paralyzed Veterans Association			
Peoria (City of) Transit	8850 N 79th Ave. Peoria, AZ 85345-7965	Transportation for any individual anywhere within the City of Peoria. Must reserve transportation 1 day in advance.	City of Peoria.
Perry Center AFH		Agency operated vehicles only. Agency clients only	Phoenix, Tempe, Glendale.
Phoenix (City of) Human Services Department (HSD) Reserve-A-Ride	3045 S 22nd Ave. Phoenix, AZ 85009-6981	Transportation to senior centers, adult centers, medical appointments, social service agencies and shopping. Reservations 2 working days in advance. Wheelchair accessible.	
Phoenix (City of) Human Services Department (HSD) Sunnyslope Family Services Center	914 W Hatcher Rd. Phoenix, AZ 85021-2453	Bus tickets for local transit system, for medical or work for low income individuals.	
Phoenix (City of) Human Services Department (HSD) Travis L Williams Family Services Center	4732 S Central Ave. Phoenix, AZ 85040-2150	Limited bus tickets for local transit system, for medical or work for low income individuals.	
Phoenix Dial-a-Ride		Agency operated vehicles operated by contractors. Seniors and ADA certified individuals.	Seniors and ADA certified individuals.
Phoenix El Transportation		Private for-hire carrier.	Valleywide.
Phoenix Fire Department Night Rescue		Contract services. Persons with disabilities who use wheelchairs who are stranded.	Maricopa County.
Phoenix Indian Medical Center (4)		Agency operated vehicles supplemented by contract services. Agency clients only - AHCCCS HIS eligibility required.	Phoenix metro area.
Phoenix Shanti Group		No agency operated vehicles or contract services available. Agency clients only.	Local.
Phoenix Van Services		Private for-hire carrier.	East Valley and Phoenix metro area.





## Resources

## Maricopa Association of Governments Human Services Coordination Transportation Plan – 2008 Update

Agency	Physical Address	Service	Geographic Area Served
R & R Respite Care	246 N Washington St. Wickenburg, AZ 85390-4414	Personal services. Food service including snacks and hot lunches, personal care, health monitoring, transportation, and pet therapy for individuals with Alzheimer's Disease, Parkinson's Disease, related dementia or stroke, social isolation, depression, or physical impairments.	
Safe Ride Services, Inc.		Non emergency medical transportation.	Statewide, border to border in Arizona and New Mexico.
Salt River Pima-Maricopa Indian Community		Agency operated vehicles only. Community residents.	Service area bounded by Indian Bend Rd. to the north; Baseline to the south; Lindsey to the east; and 68th Street to the west.
Salvation Army - Apache Junction	605 E Broadway Ave. Apache Junction, AZ 85219-5214	Transportation. Provide transportation for seniors and individuals with disabilities.	
Salvation Army Glendale Corps	6010 W Northern Ave. Glendale, AZ 85301-1254	Provide bus tokens for medical appointments for people in need.	
San Lucy District		Agency operated vehicles only. Tribal members only.	Phoenix, Tucson, Casa Grande, Buckeye, Ajo, Sells, Eloy, Coolidge, Payson, Prescott, Flagstaff.
Scottsdale (City of) Transportation Department Trip Reduction Program & Transportation Planning	7447 E Indian School Rd. Ste 205 Scottsdale, AZ 85251-3915	Cab Connection. Subsidized taxi voucher program for Scottsdale residents who are disabled or are age 65 and over. Enrolled participants may request up to 20 subsidized taxi vouchers per month.	
Scottsdale Training and Rehabilitation Services		Agency operated vehicles only. Agency clients only.	Boundaries of Happy Valley Road to the north, Central Avenue to the West, Elliot Road to the South and Dobson Road to the East.
South Mountain Community Center	212 E Alta Vista Rd. Phoenix, AZ 85040-4219	Transportation available for shopping and other errands for seniors age 60 and over and persons with Title XX or physician certified disabilities. Discount transportation tickets available for members.	
Southwest Behavioral Health		Agency operated vehicles only. Agency clients only.	Mostly throughout Maricopa County and Payson area.
Sun Cities Area Transit (SCAT)	9445 N 99th Ave. Peoria, AZ 85345-6913	On demand response dial-a-ride transportation. Request needed for wheelchair service. Call 24-hours in advance 7:15 am-4:45 pm Mon-Fri and 7:15 am-3 pm Sat, Sun, holidays by reservation only by 2 pm the previous Thurs.	
Surprise (City of) Community Initiatives	15832 N Hollyhock St. Surprise, AZ 85374-4175	Taxi Coupon Program. Provide Surprise residents with subsidized taxi coupons from AAA/MTBA Taxi Company for those that are undergoing chronic dialysis treatment or residents registered with Valley Metro as an ADA client.	





## Resources

## Maricopa Association of Governments Human Services Coordination Transportation Plan – 2008 Update

Agency	Physical Address	Service	Geographic Area Served
Surprise Dial-a-Ride		Transportation Services. Curb side service for Surprise residents only 16 years of age or older. Fee, for reservations call 623-222-1622. Hours; 7 am-5 pm Mon-Fri.	Surprise, Sun City, Sun City West, El Mirage, and Youngstown.
The Centers for Habilitation		Agency operated vehicles only. Agency clients only.	East Valley and portions of Phoenix metro area.
The Salvation Army Project HOPE		Agency operated vehicles only. Homeless population in Phoenix.	Phoenix city limits.
The Salvation Army Senior Asian Outreach (3)		Agency operated vehicles only. Asian seniors 60 years of age or greater.	Greater Phoenix area and surrounding cities.
The Salvation Army Senior Transportation Outreach		Agency operated vehicles only. Seniors over 60 years of age attending programs or residing in our low income senior housing.	North to Thomas; South to Buckeye, East to 13th Street; West to I-17.
Tidwell Family Care Center	16560 N Dysart Rd. Ste A Surprise, AZ 85374-3747	Limited medical transportation.	
TLC Taxi/Tender Loving Care Transport		Private for-hire carrier.	Maricopa County.
Total Transit, Inc. d/b/a Discount Cab & Meditran		Private for-hire carrier.	Maricopa County, Prescott Valley, Tucson.
Triple R Behavioral Health Inc.		Agency operated vehicles only. Agency clients only - indigent adults with serious mental illness.	Maricopa County and Apache Junction.
United Cerebral Palsy (UCP) of Central Arizona, Inc	1802 W Parkside Ln. Phoenix, AZ 85027-1322	Transportation to and from UCP services for physically and/or developmentally disabled adults and children.	Route 51 to the east and 75th Avenue to the west.
Valley Metro	302 N 1st Ave Ste 700 Phoenix, AZ 85003-1598	Public bus transportation. Wheelchair accessible buses available on selected routes.	
Valley Metro RPTA (2)		Agency operated vehicles and contract services.	Tempe, Scottsdale, Mesa, Chandler, and Town of Gilbert; some service provided to Paradise Valley and bordering areas of Phoenix.
Valley of the Sun School and Habilitation Center		Agency operated vehicles only. Agency clients only.	Depending on available space. Peoria, Glendale, Phoenix, Scottsdale, Sun City.
Volunteer Interfaith Caregivers Program (VICap)		Volunteers.	Glendale, Fountain Hills, Litchfield Park, Paradise Valley, Peoria, Phoenix, and Scottsdale.
Wickenburg Family Care Center	466 W Wickenburg Way Wickenburg, AZ 85390	Limited medical transportation.	
Yellow Cab Company of Phoenix		Private for-hire carrier.	Maricopa and Pima Counties.



*Maricopa Association of Governments*  
**Human Services Coordination**  
**Transportation Plan – 2008 Update**

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# ***MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review***

**DATE:**

February 5, 2008

**SUBJECT:**

Social Services Block Grant Allocation Recommendations

**SUMMARY:**

Under a planning contract with the Arizona Department of Economic Security (DES), MAG annually researches and solicits input on human services needs in the region. The MAG Human Services Coordinating Committee develops recommendations for which services should be directed to meet these needs through the locally planned dollars under the Social Services Block Grant (SSBG). Services funded by SSBG include assistance to the most vulnerable people in the region, including very low-income children and families, elderly people, victims of domestic violence, homeless people and persons with disabilities. The MAG Human Services Technical Committee and the MAG Human Services Coordinating Committee both recommended approval of the recommendations in January 2008.

The allocation recommendations for the 2008-2009 fiscal year have not changed from the 2007-2008 fiscal year in the amount of \$4,090,500. Attached are the priority needs, services, and funding recommendations for the State FY 2008-2009 SSBG Plan according to the four target groups of adults, children and families; the elderly; persons with disabilities; and persons with developmental disabilities. Members of the Management Committee are asked to recommend the attached funding recommendations for approval by the MAG Regional Council.

**PUBLIC INPUT:**

An opportunity for public input was provided at the January 10, 2008 MAG Human Services Technical Committee meeting. One social service provider expressed concern that the current shelter system is at capacity and that any reductions in funding would lead to increases in homelessness. An additional opportunity for public input was offered at the January 15, 2008 MAG Human Services Coordinating Committee meeting. No input was offered at that time.

**PROS & CONS:**

**PROS:** DES allows MAG to identify, at the most local level, priority needs to be funded and contracted by DES in local communities. The Social Services Block Grant is one of the most flexible funding sources, and as such, is a critical funding source to meet human services needs.

**CONS:** The need exceeds the funds available. The funding base at the federal level has not kept pace with this increased need, causing significant funding shortages at the local level.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** Since the advent of welfare reform in 1996, Congress has reduced the federal allocation of SSBG by 15 percent. The future of both the locally and state planned SSBG services depends on the recognition of the importance of these dollars at the federal level and a restoration of SSBG to its original \$2.38 billion level. The need has continued to grow exponentially, making it difficult to offer services under the current funding level. A funding reduction of 19.722 percent was proposed but not implemented for FY07 and FY08. DES has requested that MAG proceed with the planning process for FY09 that does not reflect any reduction from the FY08 amount.

**POLICY:** The provision of adequate human services programs enhances people's quality of life and assists them to participate more productively in the community. Without supports like job coaching for example, people with disabilities will not be able to maintain employment and will require more financial assistance. The services supported by SSBG funding empowers people to be more self-sufficient. Fair share funding is a critical concern for the region. The MAG Regional Council has advocated for more equitable federal funding for SSBG, Community Services Block Grant, Community Development Block Grant and the Low-Income Home Energy Assistance Program.

**ACTION NEEDED:**

Recommend approval of the SSBG allocation recommendations for FY 2008-2009 to be forwarded to the Arizona Department of Economic Security.

**PRIOR COMMITTEE ACTIONS:**

The Human Services Coordinating Committee voted to recommend approval of the FY09 Social Services Block Grant allocation recommendations on January 15, 2008.

**MEMBERS ATTENDING**

- |  |   |
|--|---|
| Mayor Marie Lopez Rogers, Avondale, Chair                              | * Councilmember Kyle Jones, Mesa, Vice Chair                          |
| Connie Stepnitz for Vice Mayor Rob Antoniak, Goodyear                  | + Vice Mayor Manuel Martinez, Glendale                                |
| + Councilmember Dave Crozier, Gilbert                                  | + Judy Bowden for Carol McCormack, Mesa United Way                    |
| * Councilmember Roy Delgado, El Mirage                                 | Donna Reid, Chair of the City of Scottsdale Human Services Commission |
| Councilmember Trinity Donovan, Chandler                                | + Jayson Matthews for Councilmember Onnie Shekerjian, Tempe           |
| + Catalina Mena for Leslie Evans, Tempe Community Council              | * Supervisor Mary Rose Wilcox, Maricopa County                        |
| Laura Guild for Susan Hallett, Arizona Department of Economic Security |   |

+Those members present by audio/videoconferencing.

\*Those members neither present nor represented by proxy.

The MAG Human Services Technical Committee voted to recommend approval of the FY09 Social Services Block Grant allocation recommendations on January 10, 2008.

**MEMBERS ATTENDING**

- |   |  |
|---|--|
| Carl Harris-Morgan, Gilbert, Chairman                   | * Joyce Lopez-Powell, Valley of the Sun United Way |
| Kathy Berzins, Tempe                                    | Dan Lundberg, City of Surprise                     |
| Judy Bowden, Mesa United Way                            | Jayson Matthews, Tempe Community Council           |
| Paige Garrett, Quality of Life Community Services, Inc. | Joy McClain, Tolleson                              |
| Joyce Gross, Buckeye                                    | Jose Mercado for Doris Marshall, Phoenix           |
| Tim Cole for Jeffery Jamison, City of Phoenix           | Jeff Young for Sandra Mendez, DES/CSA              |
| Deanna Jonovich, Phoenix                                | * Kyle Moore, DES/ACYF                             |
| Jim Knaut, Area Agency on Aging                         | Sylvia Sheffield, Avondale                         |
| Margarita Leyvas, Maricopa County                       | Carol Sherer, DES/DDD                              |
|   | + Patrick Tyrrell, Chandler                        |

+Those members present by audio/videoconferencing.

\*Those members neither present nor represented by proxy.

**CONTACT PERSON:**

Amy St. Peter, MAG, (602) 254-6300

**DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS**  
**TARGET GROUP: ELDERLY**

2007-2008 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#1 Elderly persons with physical or mental limitations and economic barriers increasingly are unable to provide for their nutritional needs. Collaboration, coordination and/or cooperation in delivering services are of prime importance to resolving this problem. There is increased concern about the possible loss of federal programs that have met this need in the recent past.	(2) HOME DELIVERED MEALS	Assist persons who cannot prepare their meals, are without other resources to assist them in this function, and who would be at risk of institutionalization were it not offered.	\$411,214	\$411,214
#2 Elderly persons with physical or mental limitations and economic barriers may be institutionalized prematurely because of a lack of home and community based services.	(4) HOME CARE: Housekeeping/Homemaker, Chore, Home Health Aid, Personal Care, Respite, and Nursing Services	Provide in-home care (Housekeeping/Homemaker, Chore, Home Health Aid, Personal Care, Respite, and Nursing Services) to persons who are unable to perform activities of daily living and thus are at risk of institutionalization.	\$159,604	\$159,604
	(11) ADULT DAY CARE/ADULT DAY HEALTH CARE	Provide care and supervision, a noon meal, socialization, structured activities, personal care and physical/intellectual stimulation in a community setting to frail elderly who are at risk of institutionalization because they are unable to be alone for long periods of time due to their condition.	\$203,322	\$203,322
#3 Specialized transportation is a major problem for elderly because (a) their physical and economic conditions often limit their ability to use available transportation and (b) transportation is unavailable in some areas of the county and unavailable at needed times in those areas of the county where there is available transportation. Because of these limitations, elderly persons are unable to access available services. This is especially critical for the growing number of elderly individuals with chronic medical conditions, such as the need for dialysis and chemotherapy.	(12) TRANSPORTATION	Transport and/or escort elderly people who are without other resources to needed services.	\$34,581	\$34,581

**DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS**  
**TARGET GROUP: ELDERLY**

2007-2008 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#4 Elderly living on fixed incomes experience difficulty meeting their housing costs including rent, utilities, maintenance, repairs, taxes and insurance. There is concern about potential funding cuts in federal utility assistance programs.			No SSBG funds recommended.	No SSBG funds recommended.
#5 Elderly people often have difficulty obtaining medical, dental, housing, social or recreational services. Programs such as Medicaid (AHCCCS or ALTCSS), energy assistance, food stamps, housing, and others are inadequate to meet the needs of elderly people. As a result of the delays and denials encountered, they experience economic hardships and emotional stress.	(24) SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING	Assist elderly who are in crisis or in an unsatisfactory living situation to enable them to live as independently as possible.	\$177,775	\$177,775
#6 Elderly are subjected to physical, emotional and financial abuse, neglect and exploitation.			No SSBG funds recommended.	No SSBG funds recommended.
#7 Limited behavioral health resources do not provide adequate prevention and treatment services to this population. Elderly living in Arizona experience the highest suicide rate in the nation.			No SSBG funds recommended.	No SSBG funds recommended.
#8 Community outreach to the elderly generally is not inclusive nor responsive to cultural and language diversity, and some elderly do not perceive themselves as being eligible or needing services.			No SSBG funds recommended.	No SSBG funds recommended.
#9 Care giving responsibilities often produce physical, emotional and financial stress for a family.			No SSBG funds recommended.	No SSBG funds recommended.

**DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS**  
**TARGET GROUP: ELDERLY**

2007-2008 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#10 Elderly often need to work due to economic conditions and changing family structures. They often experience age discrimination in employment and need education, retraining and support to help them find and retain jobs with adequate wages.			No SSBG funds recommended.	No SSBG funds recommended.
#11 Elderly often need assistance with legal issues, including guardianship, living wills, durable powers of attorney, and medical and property issues.			No SSBG funds recommended.	No SSBG funds recommended.
<b>TARGET GROUP TOTAL FUNDING RECOMMENDATION</b>			<b>\$986,496</b>	<b>\$986,496</b>



**DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS**  
**TARGET GROUP: PERSONS WITH DISABILITIES**

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#1 Many individuals with disabilities need assistance and access to a more coordinated and greater array of resources and services such as employment, training, transportation, affordable and accessible housing, attendant and personal care and dental care to achieve independent living.	(10) HOME DELIVERED MEALS	Provide and deliver nutritious meals to non-elderly persons with disabilities to enable them to remain as independent as possible. Persons with physical disabilities should be given first consideration.	\$19,104	\$19,104
	(13) HOME CARE: <ul style="list-style-type: none"> <li>Housekeeping/Homemaker, Chore, Home Health Aid, Personal Care, Respite, and Nursing Services</li> </ul>	Provide a program of services to enable non-elderly persons with disabilities to remain in their own homes. Persons with physical disabilities should be given first consideration.	\$37,318	\$37,318
	(17) SUPPORTED EMPLOYMENT, EXTENDED	Provide a continuum of specialized employment related services for persons with severe disabilities to enable them to maintain employment in the least restrictive environment possible for the individual.	\$239,452	\$239,452
	(20) CONGREGATE MEALS	Provide nutritious meals to persons with disabilities in a congregate setting.	\$13,425	\$13,425
	(22) ADULT DAY CARE/ADULT DAY HEALTH CARE <ul style="list-style-type: none"> <li>Non elderly</li> </ul>	Provide services to non-elderly persons with disabilities utilizing existing community programs wherever possible. Persons with physical disabilities should be given first consideration.	\$13,425	\$13,425
	(26) SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING <ul style="list-style-type: none"> <li>Employment Related</li> </ul>	Assist persons with disabilities in recognizing strengths and limitations, needs and opportunities, to enable the individual to become employable.	\$22,540	\$22,540

**DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS**  
**TARGET GROUP: PERSONS WITH DISABILITIES**

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#1 <i>Continued</i>	(29) ADAPTIVE AIDS AND DEVICES	Provide aids or devices to assist persons with disabilities to become as self-sufficient as possible.	\$19,692	\$19,692
	(30) REHABILITATION INSTRUCTIONAL SERVICES	Provide a program of services to enable individual persons with disabilities to remain as independent as possible.	\$21,040	\$21,040
	(34) INTERPRETER --access community services	Provide interpreter service to assist individual persons with disabilities in accessing community services.	No SSBG funds recommended.	No SSBG funds recommended.
#2 Lack of transportation is the greatest barrier and frustration to accessing programs that are available to persons with disabilities.			No SSBG funds recommended.	No SSBG funds recommended.
#3 Many individuals with disabilities, including those who are homeless and those who are from diverse and/or non-English speaking cultures, lack the information, training, skills or assistance to effectively access services and benefit programs.	SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING (31) Access to Benefits  (41) People with disabilities who are homeless  (35) Coping with Stress of a Disability	a. Provide information and assistance to persons with disabilities to access services and benefit programs. Persons with physical disabilities should be given first consideration.  b. Provide information and assistance to homeless persons with disabilities to access services and benefit programs. Persons with physical disabilities should be given first consideration.  3. Assist persons with disabilities in coping with stress and the effects of their disability to enable them to be as independent as possible.	No SSBG funds recommended.  No SSBG funds recommended.  No SSBG funds recommended.	No SSBG funds recommended.  No SSBG funds recommended.  No SSBG funds recommended.
#4 Many individuals with disabilities have limited access to social and recreational	(42) VOLUNTEER MANAGEMENT		No SSBG funds recommended.	No SSBG funds recommended.

**DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS**  
**TARGET GROUP: PERSONS WITH DISABILITIES**

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
programs in the community.	<ul style="list-style-type: none"> <li>Socialization and Recreation Services</li> </ul>	Provide a coordinator of volunteers for a recreation/socialization program for persons with severe disabilities.		
#5 Early information is needed for people with disabilities to attain an optimal functional level.			No SSBG funds recommended.	No SSBG funds recommended.
#6 Many individuals with disabilities have limited access to public buildings.			No SSBG funds recommended.	No SSBG funds recommended.
#7 A lack of sensitivity awareness or peer mentoring by employers of people who have disabilities often exists. A good employer of people with disabilities is needed to mentor other employers who may potentially hire persons with disabilities.			No SSBG funds recommended.	No SSBG funds recommended.
TARGET GROUP TOTAL FUNDING RECOMMENDATION			\$385,996	\$385,996

**DISTRICT 1: MARICOPA COUNTY -- 2008 - 2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS**  
**TARGET GROUP: PERSONS WITH DEVELOPMENTAL DISABILITIES**

2008 - 2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#1 Individuals who have developmental disabilities and their families lack access, resources and opportunities to year round community day programs, socialization services, recreation activities, respite services and transportation resources.	(25) RESPITE SERVICE	Trained and qualified staff provide supervision, short-term care, a safe living environment, support and relief to the caregivers of individuals who have developmental disabilities. Service priority is to caregivers, whose individuals are not eligible for ALTCS or AzeIP funded services.	\$36,229	\$36,229
	(40) SOCIALIZATION AND RECREATION SERVICES	Trained and qualified staff provide opportunities and participation in integrated socialization, recreation and community day programs to individuals who have developmental disabilities. Service is not used by ALTCS eligible individuals for ALTCS funded services.	No SSBG Funds recommended.	No SSBG Funds recommended.
	(16) TRANSPORTATION SERVICE	Trained and qualified staff provide transportation services to individuals of any age who have developmental disabilities. ALTCS eligible individuals may use SSBG funded transportation service to access non-ALTCS services described in their Individual Service Plan (ISP).	\$25,350	\$25,350
#2 Many individuals who have developmental disabilities exit the school system and are unable to access meaningful community employment or specialized employment-related programs.  MAG committee members agree mentoring/training of employers who hire individuals who have developmental disabilities are beneficial. Retraining employers is also critical so positions held by individuals who have developmental disabilities are retained in the event of a leadership change or staff turnover.	EXTENDED SUPPORTED EMPLOYMENT SERVICES (15)	Services are for individuals who have developmental disabilities and need work training opportunities or specialized employment services in individual job coaching, job support modifiers, supported employment, sheltered employment, specialized work programs and transportation. More than one type of service may be used simultaneously. The individual support plan (ISP) team determines the choice of service, duration, frequency and specific strategies used. Services are for non-ALTCS and ALTCS eligible individuals.	\$336,435	\$336,435
	(23)	Services are for individuals who have developmental disabilities, reside in their family home and need work training opportunities or specialized employment services in individual job coaching, job support modifiers, supported employment, sheltered employment, specialized work programs and transportation. More than one type of service may be used simultaneously. The individual support plan (ISP) team determines the choice of service, duration, frequency and specific strategies used. Services are for non-ALTCS eligible individuals.	\$74,761  (\$411,196)	\$74,761  (\$411,196)
#3 Individuals who have developmental disabilities have limited access to	(32) OCCUPATIONAL THERAPY	Service is by medical prescription and under the supervision and/or delivered by a licensed or registered Occupational	No SSBG funds recommended.	No SSBG funds recommended.

**DISTRICT 1: MARICOPA COUNTY -- 2008 - 2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS**  
**TARGET GROUP: PERSONS WITH DEVELOPMENTAL DISABILITIES**

2008 - 2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
therapeutic services, instructional role models and community support systems, to minimize functional severity of their disabilities and to enhance necessary coping skills for daily life activities with their families and others in the community.		Therapist, to direct participation of individuals who have developmental disabilities in selected therapy activities to restore, maintain and improve functional skills. Service is for non-ALTCS eligible individuals and does not supplant or supplement AZEIP funded services.		
	(36) SPEECH THERAPY	Service is by medical prescription and under supervision and/or delivered by a licensed or registered Speech Language Pathologist, to improve communication skills of individuals who have developmental disabilities, in the areas of receptive and expressive language, voice, articulation, fluency and aural habilitation, through therapy evaluations, programs, training and treatment modalities. Service is for non-ALTCS eligible individuals and does not supplant or supplement AZEIP funded services.	No SSBG funds recommended.	No SSBG funds recommended.
	(33) PHYSICAL THERAPY	Service is by medical prescription and under supervision and/or delivered by a licensed or registered Physical Therapist, to provide therapy treatment for individuals who have developmental disabilities and to maintain, improve or restore muscle tone, joint mobility or physical function. The service is for non-ALTCS eligible persons and does not supplant or supplement AZEIP funded services.	No SSBG funds recommended.	No SSBG funds recommended.
	(38) SUPPORTIVE INTERVENTION/ GUIDANCE COUNSELING	Service is delivered by a licensed psychologist to provide support, intervention and counsel to an individual's caregiver, family member or individual who has developmental disabilities. Service is not limited by age or ALTCS eligibility.	No SSBG funds recommended.	No SSBG funds recommended.
#4 Many individuals who have developmental disabilities need skill development, training and assistance in their daily living activities and personal care needs, in one's home or in the community.	(27) HABILITATION SERVICES	Trained and qualified staff provide individuals who have developmental disabilities with strategies, training and assistance in the areas of habilitative therapies, special developmental skills, behavior intervention, sensory motor skills, daily living activities and personal care, to maximize one's functional skills and quality of life in the community. Service is for non-ALTCS eligible individuals.	\$35,671	\$35,671
	(21) ATTENDANT CARE SERVICE	Trained and qualified staff provide individuals who have developmental disabilities the necessary services to remain in one's home, to maintain a safe and sanitary living environment, to participate in daily living activities.	\$35,330	\$35,330

**DISTRICT 1: MARICOPA COUNTY -- 2008 - 2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS**  
**TARGET GROUP: PERSONS WITH DEVELOPMENTAL DISABILITIES**

2008 - 2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#5 Individuals who have developmental disabilities become parents and lack or have limited family support systems, appropriate community resources, family assistance benefits, varied levels of parenting skills and limited or no transportation resources, to be effective parents for their children and to function as a family unit in the community.	PARENT AIDE SERVICE	community resources and work activities. Service is for non-ALTCs eligible individuals.  Qualified staff that are trained and skilled in parent aide services, provide to parents who have developmental disabilities, a range of long term, in-home support services, which include parent training in roles and responsibilities to their children, home management training and direct family assistance services, according to the family's service plan. Service is not limited by client age or ALTCs eligibility.	No SSBG funds recommended.	No SSBG funds recommended.
<b>TARGET GROUP TOTAL FUNDING RECOMMENDATION</b>			<b>\$543,776</b>	<b>\$543,776</b>

DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS

**TARGET GROUP: ADULTS, FAMILIES and CHILDREN**

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#1 Adults, families and children are unable to meet basic needs and to attain a level of self-sufficiency.	SHELTER -	SHELTER -	\$165,479	\$165,479
	(1) Homeless Families and Individuals	Provide homeless families with shelter at an emergency homeless shelter and supportive services to decrease future emergency housing needs.	[\$82,739.5]	[\$82,739.5]
	(7) Transitional Housing for the Homeless who are Elderly and Disabled	Provide transitional housing for homeless individuals who are elderly or have physical disabilities.	[\$82,739.5]	[\$82,739.5]
	CASE MANAGEMENT -		\$920,979	\$920,979
	(5) Basic Needs	Assist individuals and families in dealing with a variety of crisis situations (financial, housing, nutrition, abuse, stress, family functioning) by providing support, identifying appropriate resources, assisting in the development of a plan to resolve the immediate problem(s) presented, and assisting the client in developing a plan to achieve self-sufficiency.		
	CASE MANAGEMENT		\$173,059	\$173,059
	(8) Homeless, Emergency Shelter	Provide a broad array of support and services to homeless individuals in emergency shelter to develop a service plan and secure appropriate resources.		
#1 - continued	CASE MANAGEMENT		\$64,376	\$64,376
	(9) Homeless, Transitional Housing	Assist homeless individuals/families, including victims of domestic violence, in a transitional housing program to develop a service plan, provide support and secure appropriate resources.		
	TRANSPORTATION		\$15,736	\$15,736
	(14) Homeless/Unemployed	Assist homeless or unemployed individuals with transportation.		
#2. Individuals Experience Abuse and Neglect	CRISIS SHELTER SERVICES		\$334,136	\$334,136
	(3) Domestic Violence	Provide short-term counseling and shelter to adults and families experiencing crisis situations, which may include domestic violence, neglect, exploitation and abuse (physical/mental).		
	CRISIS SHELTER SERVICES		\$69,217	\$69,217
		Assist children who have run away from home or who are experiencing serious family disruption. The service is intended		



DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS

**TARGET GROUP: ADULTS, FAMILIES and CHILDREN**

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
	(6) Children and Runaway Children	for children referred from a variety of sources, not only Child Protective Services (CPS) referrals.		
	SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING  (18) Outpatient Domestic Violence Victims	This service is intended to be provided countywide and first priority should be given to referrals for service that come from the domestic violence shelters in Maricopa County. This service focuses on providing short-term support and identification of community resources. The goals of this service are to improve the emotional and mental well being of eligible individuals; to increase or maintain safety and self-sufficiency of the eligible individuals; and to ensure the availability of information about and access to appropriate human services and community resources.	\$40,332	\$40,332
#2 Continued	SUPPORTIVE INTERVENTION/GUIDANCE COUNSELING  (19) High Risk Children	Provide counseling directly to a "high risk= child to prevent the child=s lack of self-esteem, poor school performance, illiteracy, or functional limitations. The service may secondarily address impacts upon the child resulting from inadequate parenting, inadequate role modeling, poverty, or family stresses. Assistance may be provided in a community or school setting. The intent is not to supplant other funding sources, but to expand the availability of this type of service.	\$47,021	\$47,021
	CASE MANAGEMENT  (28) Pregnant/Parenting Youth	Assist pregnant and parenting youth to resolve immediate problems and secure necessary resources to achieve self-sufficiency.	\$93,976	\$93,976
	(37) PARENTING SKILLS TRAINING	Train parents to prevent abuse and neglect of children. This service also targets pregnant teenagers to prevent potential child abuses.	No SSBG funds recommended.	No SSBG funds recommended.
#3 Affordable housing is not available for all individuals.			No SSBG funds recommended.	No SSBG funds recommended.
#4 Individuals need encouragement, education and support to enable them to find and maintain jobs with adequate wages and relevant job training.			No SSBG funds recommended.	No SSBG funds recommended.

DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS

**TARGET GROUP: ADULTS, FAMILIES and CHILDREN**

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#5 An adequate level of supervision, education and protection is needed for infants and children.			No SSBG funds recommended.	No SSBG funds recommended.
#6 There is a need to support community programs that create conditions and opportunities for children and youth that support positive development.	(39) PREVENTION [AZ Dictionary definition: <i>This service provides for planned efforts to prevent specific conditions, illnesses, injuries, or environmental hazards that could place an individual or community at risk for a negative social or health outcome.</i> ]	<ul style="list-style-type: none"> <li>Community-based service which demonstrates and documents increased resiliency among youth at risk and demonstrates and documents the reduction of risk factors within a community or youths= living environment(s).</li> <li>For purposes of this intent, <i>resiliency</i> is defined as <i>the capacity to spring back, rebound, successfully adapt in the face of adversity, and develop social competency despite exposure to severe stress. Youth are defined as young residents of Maricopa County generally described by (but not limited to) school grade/year levels Kindergarten through nine and/or ages five (5) years through sixteen (16) years--with emphasis on upper elementary through junior high age youth.</i></li> <li>Process and outcome evaluation methodology and reporting are required components of all proposals and awards.</li> <li>Requires collaborative effort among agencies, documented by signed letters of commitment. Collaboration is defined as: Communities, agencies or local organizations joining together, through written agreements, to provide services, based on common goals and shared funding. Partners agree to pool resources, jointly plan, implement and evaluate new services and procedures and delegate individual responsibility for the outcomes of their joint efforts. (See RFP for more complete definitions.)</li> </ul>	No SSBG funds recommended.	No SSBG funds recommended.
#7 Families with infants and children require support to develop and maintain a positive, stable atmosphere, which will nurture children, provide them with security and protection, and prepare them for the future.			No SSBG funds recommended.	No SSBG funds recommended.

DISTRICT 1: MARICOPA COUNTY -- 2008-2009 SOCIAL SERVICES BLOCK GRANT RECOMMENDATIONS

**TARGET GROUP: ADULTS, FAMILIES and CHILDREN**

2008-2009 PROBLEM STATEMENT	SERVICE TITLE & SERVICE RANKING ACROSS TARGET GROUPS	SERVICE INTENT(S)	FY2008 Funding	FY2009 Funding
#8 Individuals, families and children are unable to effectively cope with behavioral health (alcohol and drug abuse and mental health) problems. Lack of prevention and early intervention services increases the seriousness of these problems. The suicide rate for teenage Arizona youth continues to be one of the highest in the nation.			No SSBG funds recommended.	No SSBG funds recommended.
9 Minority youth are over represented in the criminal justice system and child protective services system and under represented in other systems.			No SSBG funds recommended.	No SSBG funds recommended.
#10 The increasing number and circumstances of teen pregnancies is alarming in terms of negative social consequences for the teen parents, their child, their families, and society in general. Teen pregnancy may be a symptom or an indicator of other serious problems. There appears to be no consensus regarding which strategy(ies) may prevent unnecessary teen pregnancies or their causes.			No SSBG funds recommended.	No SSBG funds recommended.
11 Individuals need opportunities for positive socialization.			No SSBG funds recommended.	No SSBG funds recommended.
#12 The service delivery system is fragmented and lacks a coordinated approach to meeting the community-identified needs of children and families.			No SSBG funds recommended.	No SSBG funds recommended.
<b>TOTAL TARGET GROUP FUNDING RECOMMENDATION</b>			<b>\$1,924,311</b>	<b>\$1,924,311</b>

February 5, 2008

TO: Members of the MAG Management Committee

FROM: Eric Anderson, Transportation Director

SUBJECT: DRAFT REVISED MAG HIGHWAY ACCELERATION POLICY

At the September 12, 2007 MAG Management Committee meeting, interested managers were requested to participate in a review of the MAG Highway Acceleration Policy. The working group of managers met on December 5, 2007 and January 30, 2008 and discussed and recommended revisions to the policy. At the January 30, 2008 meeting, the consensus of the working group was to move forward the draft revised MAG Highway Acceleration Policy for consideration and adoption by the MAG Regional Council.

The recommended revised policy includes improvements and clarifications that bring the policy in line with Proposition 400 and should result in a more effective process. The revised policy includes following major changes:

- Incorporate the Transportation Policy Committee as the body that makes the recommendation to the MAG Regional Council.
- Clarification that the policy covers all freeway and highway projects that are included in the Arizona Department of Transportation (ADOT) Life-Cycle Program for the MAG region.
- A requirement to have a council resolution that shows support for the proposed acceleration before MAG takes action on the request.
- Replacement of the interest sharing formula with a fixed equal sharing of the interest expense between the jurisdiction and the regional freeway program.
- A requirement that MAG be party to the intergovernmental agreement between ADOT and the jurisdiction.
- A prohibition of using "below the line" earmarks to accelerate projects.
- Various minor wording changes.

The roster of the working group participants and the draft revised MAG Highway Acceleration Policy is attached for your consideration.

## **ROSTER**

### **MANAGEMENT COMMITTEE ACCELERATION POLICY WORKING GROUP**

At the September 12, 2007 MAG Management Committee meeting, interested managers were requested to participate in a review of the MAG Highway Acceleration Policy. Following is the list of those who volunteered to participate in the discussion:

Jan Dolan, Chair	City of Scottsdale
Charlie McClendon	City of Avondale
Mark Pentz	City of Chandler
Ken Reedy	City of Glendale
Brian Dalke	City of Goodyear
Chris Brady	City of Mesa
Tom Callow	City of Phoenix
John Kross	Town of Queen Creek
Jim Rumpeltes	City of Surprise

**DRAFT MAG HIGHWAY ACCELERATION POLICY**  
January 30, 2008

**PURPOSE:** The completion of the regional freeway program and other state highways is key to the continued economic viability of Maricopa County by improving mobility and reducing levels of future traffic congestion. Regional cooperation is critical for expediting progress toward the goal of completing the regional freeway system and other important regional transportation projects. MAG recognizes that the freeway program must be in fiscal balance and that established priorities must be maintained.

MAG recognizes that local jurisdictions may want to accelerate highway projects by providing the local jurisdiction's financial resources to the freeway program. Acceleration of specific highway projects benefits not only the affected local jurisdiction but also the entire region. To provide another source of financing that allows the acceleration of freeway construction in the region, MAG has adopted this Highway Acceleration Policy to ensure that any local financing is provided in a fiscally prudent manner so that other projects planned are not affected.

1. The Transportation Policy Committee will review any request to accelerate a highway project and will make a recommendation to the MAG Regional Council, which must approve or disapprove the acceleration request. The jurisdiction or jurisdictions requesting the acceleration (sponsoring jurisdictions) must provide a resolution of support and commitment for the request from the governing body of the jurisdiction before the Transportation Policy Committee and the MAG Regional Council take formal action.
2. Subsequent to the approval of the MAG Regional Council, the sponsoring jurisdiction(s) must enter into an agreement with the Arizona Department of Transportation (ADOT) that includes the parameters of the approval from MAG in addition to other terms and conditions required by ADOT. MAG shall be a party to the agreement to ensure it conforms to this policy. The agreement among the sponsoring jurisdiction(s), ADOT and MAG may include the option of reverting to the original project schedule under certain circumstances as long as all non-recoverable costs incurred or committed are paid for by the jurisdiction.
3. Eligible projects covered by the MAG Highway Acceleration Policy include all projects on the State Highway System that are included in the ADOT Highway Life-cycle Program for the MAG Region and included in the adopted MAG Transportation Improvement Program (TIP) or the MAG Regional Transportation Plan (RTP). Projects may include right-of-way acquisition, design, or construction.
4. Since the primary sources of regional transportation funding have been included in the MAG RTP, funds that are the result of specific earmarks of either federal or state funds that have already been accounted for in the RTP ("below the line funding") are not eligible to be used to accelerate highway projects in the MAG region. Any previous commitments to provide local funding for highway projects included in the TIP or RTP should be maintained.



5. ADOT will continue to be responsible for all aspects of right-of-way acquisition, design and construction.
6. Local funding for enhancements beyond the elements included in the RTP or ADOT standards for other highway projects is not eligible for repayment.
7. Acceleration of a project outside a jurisdiction's limits should only be approved with the written agreement of the jurisdiction in which the project is located.
8. Coordination with adjacent jurisdictions is important to avoid adverse impacts. ADOT must consider the impact of project acceleration on other planned highway projects so that adverse traffic impacts do not result.
9. Fifty percent (50%) of the interest expense will be reimbursed by the jurisdiction and the balance will be paid by regional program revenues if it is determined that the program cash flow is adequate. Interest expense is based on the actual interest expense of the financing plus the costs of issuance, if any, or the imputed interest cost based on documented market rates if cash balances are used.
10. The repayment schedule of principal/project costs and interest reimbursement must follow the schedule as listed in the MAG TIP or the RTP. If projected program revenues are lower than expected, then the repayment schedule would be subject to delays or funding reductions in the same manner as any other project. If projected program revenues are higher than expected, then the repayment schedule would be advanced in the same manner as any other project.
11. No highway project, portion or segment in the adopted TIP or RTP is to be adversely impacted, delayed, reduced or removed as a result of the acceleration of another project, portion or segment. No highway project, portion or segment in the adopted TIP or RTP is to be adversely impacted, delayed, reduced or removed with respect to meeting air quality conformity requirements as a result of the acceleration of another project, portion or segment.

February 5, 2008

TO: Members of the MAG Management Committee

FROM: Jeff Romine, MAG Senior Regional Economist

SUBJECT: REPORT OF THE MAG INCARCERATION OF MUNICIPAL PRISONERS  
STAKEHOLDERS GROUP

On Tuesday, February 5, 2008, the MAG Incarceration of Municipal Prisoners Stakeholders Group held its sixth meeting. The stakeholders reached consensus on a number of findings and recommendations to be reported to the Management Committee. Many of these recommendations would be implemented by member agencies alone or in partnership with the Maricopa County Sheriff's Office. They are presented to the MAG Management Committee as options for consideration by member agencies. One primary recommendation is for the Maricopa County Finance Department to provide preliminary bookings and per diem rates on December 1<sup>st</sup> for the coming fiscal year, with final rates to be provided on February 1<sup>st</sup> of each year. Another key recommendation is to encourage the use of videoconferencing for adjudication of municipal prisoners.

On May 9, 2007, the MAG Incarceration of Municipal Prisoners Stakeholders Group was established by the MAG Management Committee to more fully examine the methodology used to determine the Maricopa County prisoner booking and per diem rates and explore possible cost savings options to the present system. The Stakeholders Group requested MAG staff to research primary cost drivers and provide rate projections.

#### Maricopa County Rate Study, FY 2009 Rates, and Primary Cost Drivers

The Stakeholders Group reviewed data and information provided by Maricopa County's Finance Department, Budget Office, and various departments of the Sheriff's Office. In addition, Maricopa County hired a consultant to review and suggest adjustments in the methodology for determining the booking and per diem rates for incarcerating prisoners in the Maricopa County jail. The rates are \$199.35 for booking prisoners and \$73.46 for per diem prisoner incarceration. These rates were distributed to member agency staff on Friday, January 25, 2008. Both rates rose above FY 2008 levels, but by more modest increases than have been experienced over the most recent past; the increases are 5.35 percent above the FY 2008 bookings and 1.56 percent above the FY 2008 per diem rates. The consultant's executive summary has been provided to member agency staff participating in the Stakeholders Group and is attached to this memorandum.

The Stakeholders Group researched and discussed the primary cost drivers causing the growth in the booking and incarceration rates. Based on the information presented, the primary driver has been the

increase in personnel in staffing the expanded jail system. Additionally, some savings were realized from the shift in health care allocation policy previously agreed between Maricopa County and municipal member agencies. During the past year, better costing information and increased use of Maricopa County Correctional Health Services have led to the increase in the booking fees from FY 2008 to FY 2009.

The projected fee increases over the next five years are expected to be about five percent to six percent per annum. These fee increases are expected to be driven by general increases in expenses, such as fuel, food, and utilities, and continued pressure on correctional officer wages due to labor shortages for public safety officers in the region and the western U.S.

#### Jail Capacity and Current Prisoner Population

While the Stakeholders Group was not charged to examine and project the potential need for additional jail space in the region, the Maricopa County jail system is running close to allowable occupancy on a regular basis. The capacity of the county jail system is about 10,000 beds, with 7,270 in hard beds (such as the 4<sup>th</sup> Avenue jail) and 2,792 in portable beds (such as 'tent city'). In 2007, the average overnight inmate count was 9,235. In the near future, increased focus will be needed on choices, such as increases in diversion and community-based supervision of charged and sentenced prisoners or increasing county or member agency managed jail space, to meet a growing prisoner population exceeding Maricopa County jail space.

#### Consensus Options for Consideration

The MAG Incarceration of Municipal Prisoners Stakeholders Group developed the following list of practices, approaches and information topics as options for consideration by MAG member agencies. A report with additional detail from the Stakeholders Group will be completed and available to member agencies. The MAG Incarceration of Municipal Prisoners Stakeholders Group recommends approval of the findings.

- Provide draft booking and per diem rates and municipal usage counts on December 1<sup>st</sup> of the year prior to the start of the fiscal year (July 1<sup>st</sup>). Final rates and municipal bills provided on February 1<sup>st</sup>.
- Ensure appropriate staffs from each municipality are included in correspondence of the draft and final rate and billing information. County staff has provided its current mailing list to the Stakeholders Group, for review and additions by the City or Town Manager's office in each member agency.
- Continue to be open to, and respond to, inquiries about the methodology and cost data associated with the setting of the booking and per diem fees. Maricopa County Finance Department staff has invited any member agency to participate in an informational audit. The City of Phoenix completed the last review in FY 2006.
- Encourage the expansion of the use of videoconferencing to adjudicate municipal prisoners in member agencies, and ensure adequate technological infrastructure to meet an increased demand for this program.

- Develop a cost/benefit analysis to understand the individual and collective savings which could be derived from a videoconferencing program for a typical community.
- Understand the impact and costs/benefits to a member agency of timing the adjudication of prisoners with multiple jurisdictional charges. Individual communities may lower community-responsible prisoner counts by coordinating charges and sentencing.
- Provide projections and information on the likely growth of booking and per diem fees over the next five years.
- Consider and provide information on the potential impacts from other community-based approaches for addressing the holding and sentencing of prisoners.
- Provide information on the changing and growing demand for facilities and programs to house and supervise prisoners in the future.

If you have further questions, please contact me at (602) 254-6300.

cc: MAG Incarceration of Municipal Prisoners Stakeholders Group  
MAG Intergovernmental Representatives

MGT Phoenix  
8067 N. 15<sup>th</sup> Drive  
Phoenix, AZ 85021  
(602) 595-9728  
www.mgtofamerica.com



January 25, 2008

Mr. Tom Manos  
Chief Financial Officer  
Maricopa County Department of Finance  
301 West Jefferson, Suite 960  
Phoenix, Arizona 85003

Dear Mr. Manos:

MGT of America, Inc. has completed a jail per diem rate study for Maricopa County. The study included the development of a methodology and jail per diem rates for use by the County in charging non-County jurisdictions for utilizing County jail facilities during the County's fiscal year beginning July 1, 2008 and ending June 30, 2009 (FY 2008-09). The study was prepared in collaboration with the Maricopa County Sheriff's Office, Correctional Health Services, Department of Finance, and Office of Management and Budget. One unbound and four bound copies of the final report developed by MGT presenting the methodology and FY 2008-09 rates are enclosed.

#### **METHODOLOGY**

An activity based cost of services methodology has been developed and utilized by MGT to prepare the County's FY 2008-09 jail per diem rates that is in accordance with generally accepted accounting and costing principles. The methodology provides for the identification of the total costs and average cost of booking and housing prisoners in County detention facilities. Total costs include both costs incurred directly by the Maricopa County Sheriff's Office (MCSO), Maricopa County Correctional Health Services (MCCHS), and costs of administration and support activities provided by other departments in support of MCSO and MCCHS operations. Principal components of the methodology are:

- ❖ **Identification of Total Costs** – The identification of MCSO and MCCHS total direct and indirect costs to be analyzed in developing the jail per diem rates. The FY 2008-09 jail per diem rates are based on budgeted costs for the County's fiscal year ending June 30, 2008. Direct costs are those costs for which funds have been directly appropriated to MCSO and MCCHS. Indirect costs are costs of administrative and support services/activities provided by other County departments for which MCSO and MCCHS have not been directly funded. Three types of indirect costs were identified and analyzed: County central administrative and support, major facility maintenance, and building depreciation.
- ❖ **Reviewing and Analyzing Activities** - Through the review of MCSO and MCCHS organization charts and activity based budgets, MGT identified all organization units

and activities that were potentially involved—directly or indirectly—in booking and housing prisoners. Identified units were further analyzed through interviews with MCSO and MCCHS personnel as well as in-depth reviews of position information, activity data, and detailed cost data.

- ❖ **Assignment of Costs to Services** - All MCSO and MCCHS costs were ultimately assigned or allocated to one of the following service categories: intake, custody, outside medical services, extradition, and enforcement. Based on an activity review and analysis, costs of MCSO and MCCHS organization units and their activities were classified as either direct or allocated costs. Direct costs were assigned directly to the appropriate service categories. Allocated costs were assigned to service categories utilizing a cost allocation process. Costs of each organization unit or unit activity classified as an allocated cost was allocated to all benefiting service categories utilizing an appropriate allocation base. In selecting an allocation base, the objective was to utilize a base that was available and reasonably resulted in the allocation of costs to benefiting service categories in relation to benefit received or derived. For example, costs associated with budget and accounting activities were allocated based on budgeted expenditures; costs associated with personnel activities were allocated based on the number of full-time equivalent (FTE) positions; costs associated with the coordination and maintenance of vehicles were allocated based on the number of vehicle miles driven; and costs associated with facility usage were allocated based on square footage of space utilized.
- ❖ **Prisoner Bookings and Housing Man Days** - The booking rate was determined utilizing the number of prisoners booked by MCSO during a 12-month period. The housing rates were determined utilizing the number of prisoner man days less the number of prisoner releases during a 12-month period. Actual prisoner bookings, man days, and releases incurred during the 12-month period ended November 30, 2007 were utilized.
- ❖ **Average Cost or Rate** - Average costs or rates were determined by dividing the total costs of each of the three service categories for which rates are assessed by the appropriate service or rate base. The average booking costs was determined by dividing the total costs assigned or allocated to the booking services category by the number of prisoners booked. The average full housing costs, which includes all costs associated with prisoner housings, was determined by dividing the total costs assigned or allocated to the full housing services category by the number of prisoner man days, less the number of prisoner releases. The average state housing costs, which includes all costs associated with prisoner housings except outside medical service, was determined by dividing the total costs assigned or allocated to the state housing services category by the number of prisoner man days, less the number of prisoner releases.

#### **FY 2008-09 JAIL PER DIEM RATES**

The enclosed Exhibit A from the Report provides the FY 2008-09 jail per diem rates for booking prisoners into and housing prisoners in County jail or detention facilities. In addition to the rates, the exhibit provides the number of booking and custody man days upon which the rates are based, and the County's total budgeted costs included in each rate. Additional exhibits and schedules are provided in the Report identifying MCSO and MCCHS total, costs, the classification



of costs as direct or allocated, the assignment of direct costs to service categories, and the allocation of allocated costs to service categories, and the allocation bases utilized to allocate costs. The FY 2008-09 jail per diem rates are:

❖ **Booking Rate - \$199.35**

The booking rate is the average costs incurred by Maricopa County to book a prisoner into a County detention facility. The booking rate includes all MCSO and MCCHS costs associated with activities required to process a prisoner into the detention system prior to their assignment to a detention facility.

The booking rate is 5.35% higher than the FY 2007-08 developed by the Maricopa County Department of Finance (DOF) utilizing the methodology developed in FY 2002-03 by another consulting firm. Although MCSO costs associated with booking were down slightly, MCCHS costs almost doubled. In the previous study it was estimated that 5% of MCCHS costs were associated with intake or booking. MCCHS began budgeting and tracking actual costs associated with intake in an activity code titled "Intake" during FY 2006. In the current study budgeted intake costs have been utilized. The enclosed Exhibit B provides a comparison of the FY 2008 and FY 2009 rate base data, costs, and rates.

❖ **Full Housing Rate - \$73.46**

The full housing rate is the average costs incurred by the County to house a prisoner in a County detention facility. The full housing rate includes all MCSO and MCCHS costs associated with feeding and clothing prisoners; medical, security, and transport services incurred after prisoners have been assigned to a detention facility; and maintenance and operation of detention facilities.

The full housing rate is 1.56% higher than the FY 2007-08 rate. The increase is a result of slightly fewer man days, and slightly higher costs. Exhibit B provides an analysis of the increase.

❖ **State Housing Rate - \$71.21**

The state housing rate is the average cost incurred by the County to house a prisoner in a County detention facility, excluding costs incurred by MCCHS for outside medical services. The state housing rate includes the same costs as the full housing rate except for the costs of outside medical services. The state and a few other jurisdictions reimburse the County and/or the medical provider for the actual costs of outside medical services incurred for their prisoners.

The state housing rate is .89% higher than the FY 2007-08 rate. The increase is a result of slightly fewer man days, and slightly higher costs. Exhibit B provides an analysis of the increase.

## REPORT FORMAT

The final Report is comprised of the following sections:

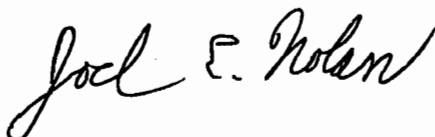
- ❖ **Methodology** - A description of the methodology utilized to develop the FY 2008-2009 jail per diem rates.

Tom Manos  
December 18, 2007  
Page 4

- ❖ **Fiscal Year 2008-2009 Jail Per Diem Rates** - Exhibits providing and supporting the development of the FY 2008-2009 jail per diem rates.
- ❖ **Cost Allocation Plans** - Descriptions of and summary schedules from the cost allocation plans that were developed to allocate costs benefiting multiple funds, organization units, activities, and/or services.

If you have any questions concerning the report or attached exhibits and/or MGT may be of additional assistance, please contact me. MGT of America, Inc. appreciated this opportunity to be of service to Maricopa County.

Sincerely,



Joel E. Nolan  
National Director  
Costing Services Practice

Enclosures

Cc: Sandi Wilson, Maricopa County Deputy County Manager  
Loretta Barkell, Maricopa County Sheriff's Office Chief Financial Officer  
Betty Adams, Maricopa County Director of Correctional Health Services

**MARICOPA COUNTY ARIZONA  
FY 2008-09 JAIL PER DIEM RATE STUDY**

**FY 2008-09 JAIL PER DIEM RATES**

<u>DESCRIPTION</u>	<u>UTILIZATION DATA</u>	<u>BUDGETED COSTS</u>	<u>BOOKING RATE</u>	<u>FULL HOUSING RATE</u>	<u>STATE * HOUSING RATE</u>	<u>NON RATE COSTS</u>
<b>Rate Base Data (FY 2007)</b>						
Bookings	130,400		130,400			
Custody Man Days	3,484,267			3,484,267	3,484,267	
Releases	129,696			(129,696)	(129,696)	
Total			<u>130,400</u>	<u>3,354,571</u>	<u>3,354,571</u>	
<b>Budgeted Costs (FY 2008)</b>						
Sheriff's Office						
Enforcement		\$86,862,980	\$0	\$0	\$0	\$86,862,980
Intake		21,236,251	21,236,251			
Custody		200,895,045		200,895,045	200,895,045	
Extradition		1,120,297				1,120,297
Subtotal		<u>310,114,573</u>	<u>21,236,251</u>	<u>200,895,045</u>	<u>200,895,045</u>	<u>87,983,277</u>
Correctional Health Services						
Intake		4,759,616	4,759,616			
Custody		37,993,831		37,993,831	37,993,831	
Outside Medical Services		7,542,552		7,542,552		
Subtotal		<u>50,295,999</u>	<u>4,759,616</u>	<u>45,536,383</u>	<u>37,993,831</u>	<u>0</u>
Total Costs		<u>\$360,410,572</u>	<u>\$25,995,867</u>	<u>\$246,431,428</u>	<u>\$238,888,876</u>	<u>\$87,983,277</u>
<b>FY 2008-09 Jail Per Diem Rates</b>			<u>\$199.35</u>	<u>\$73.46</u>	<u>\$71.21</u>	
* State Housing Rate does not include outside medical services.						

**MARICOPA COUNTY ARIZONA**  
**FY 2008-09 JAIL PER DIEM RATE STUDY**

**EXHIBIT B**

**COMPARISON OF FY 2008 AND FY 2009 RATES**

DESCRIPTION	OVERALL			BOOKING RATE		
	FY 2008	FY 2009	PERCENT INCREASE (DECREASE)	FY 2008	FY 2009	PERCENT INCREASE (DECREASE)
<b>Rate Base Data</b>						
Bookings	125,959	130,400	3.53%	125,959	130,400	3.53%
<b>Custody</b>						
Man Days	3,499,553	3,484,267	-0.44%			
Releases	(126,863)	(129,696)	2.23%			
Total	3,372,690	3,354,571	-0.54%			
<b>Budget</b>						
<b>MCSO</b>						
County Central Services	27,158,407	25,830,807	-4.89%	\$385,407	837,756	117.37%
Building Depreciation	10,438,729	8,139,990	-22.02%	175,371	363,743	107.41%
Major Maintenance	16,742,600	7,893,798	-52.85%	194,214	(194,214)	-100.00%
Fund 100	89,257,100	94,904,370	6.33%	4,408,408	1,932,839	-56.16%
Fund 255	157,463,935	173,345,608	10.09%	16,274,833	18,101,913	11.23%
Subtotal	301,060,771	310,114,573	3.01%	21,438,233	21,236,251	-0.94%
<b>CHS Fund 255</b>						
County Central Services	1,485,292	1,498,658	0.90%	74,264	168,820	127.32%
Fund 255	46,453,416	48,797,341	5.05%	2,322,671	4,590,796	97.65%
Subtotal	47,938,708	50,295,999	4.92%	2,396,935	4,759,616	98.57%
Total Costs	\$348,999,479	\$360,410,572	3.27%	\$23,835,168	\$25,995,867	9.07%
<b>Average Cost/Rate</b>				\$189.23	\$199.35	5.35%

**MARICOPA COUNTY ARIZONA**  
**FY 2008-09 JAIL PER DIEM RATE STUDY**

**EXHIBIT B**

**COMPARISON OF FY 2008 AND FY 2009 RATES**

DESCRIPTION	FULL HOUSING RATE			STATE HOUSING RATE		
	FY 2008	FY 2009	PERCENT INCREASE (DECREASE)	FY 2007	FY 2008	PERCENT INCREASE (DECREASE)
			AMOUNT INCREASE (DECREASE)		AMOUNT INCREASE (DECREASE)	
<b>Rate Base Data</b>						
Bookings						
Custody						
Man Days	3,499,553	3,484,267	(15,286)	3,499,553	3,484,267	-0.44%
Releases	(126,863)	(129,696)	(2,833)	(126,863)	(129,696)	2.23%
Total	<u>3,372,690</u>	<u>3,354,571</u>	<u>(18,119)</u>	<u>3,372,690</u>	<u>3,354,571</u>	<u>-0.54%</u>
<b>Budget</b>						
MCSO						
County Central Services	\$18,884,954	12,709,510	(6,175,444)	\$18,884,954	12,709,510	-32.70%
Building Depreciation	8,593,162	7,173,351	(1,419,811)	8,593,162	7,173,351	-16.52%
Major Maintenance	16,548,386	7,893,798	(8,654,588)	16,548,386	7,893,798	-52.30%
Fund 100	13,189,603	17,874,691	4,685,088	13,189,603	17,874,691	35.52%
Fund 255	141,189,102	155,243,695	14,054,593	141,189,102	155,243,695	9.95%
Subtotal	<u>198,405,207</u>	<u>200,895,045</u>	<u>2,489,838</u>	<u>198,405,207</u>	<u>200,895,045</u>	<u>1.25%</u>
CHS Fund 255						
County Central Services	1,411,028	1,329,838	(81,190)	1,411,028	1,256,240	-10.97%
Fund 255	44,130,745	44,206,545	75,800	38,234,736	36,737,591	-3.92%
Subtotal	<u>45,541,773</u>	<u>45,536,383</u>	<u>(5,390)</u>	<u>39,645,764</u>	<u>37,993,831</u>	<u>-4.17%</u>
Total Costs	<u>\$243,946,980</u>	<u>\$246,431,428</u>	<u>\$2,484,448</u>	<u>\$238,050,971</u>	<u>\$238,888,876</u>	<u>0.35%</u>
Average Cost/Rate	<u>\$72.33</u>	<u>\$73.46</u>	<u>\$1.13</u>	<u>\$70.58</u>	<u>\$71.21</u>	<u>0.89%</u>

Fact Sheet9-1-1 Administrative Funding and Community Emergency Notification System9-1-1 Administrative Funding

In 1983, the Arizona Legislature enacted the telecommunications services excise tax for financing emergency telecommunications services (9-1-1). In 1997, wireless providers were included as telecommunications services and became subject to the emergency excise tax.

Title 41-407 allows three percent of the amounts deposited annually in the revolving fund to be utilized for necessary administrative costs. These funds provide personnel needed to maintain the wireless 9-1-1 routing.

In 2001, the monthly emergency telecommunications tax was set at \$0.37 with a provision to decrease to \$0.28 in July 2006 and further reduced to \$0.20 in July 2007. This decrease reduced the three percent administrative fund by 40% which does not support the personnel needed for wireless 9-1-1 routing.

HB2381 is not a tax increase for the emergency telecommunications revolving fund but a restructuring of the administrative funds from three percent to five percent. This restructuring will prevent losing essential personnel and prevent erosion of wireless 9-1-1 and its day-to-day operations.

Community Emergency Notification System

In January 2003, the Arizona Department of Environmental Quality (ADEQ) awarded a \$2.5 million contract to the Maricopa Association of Governments (MAG) and Qwest Communications to jointly develop and operate Community Emergency Notification System (CENS) for the Maricopa Region. The system rapidly notifies those in a specific geographic area with information and any required emergency instructions.

The MAG 9-1-1 Administration Office, through the Phoenix Fire Department, facilitated the implementation, user training, and public awareness campaign, and continues to administer the system. The MAG Oversight Team, through the work of the stakeholders group, developed the policies and procedures, which were recommended by the Management Committee and approved by Regional Council.

The system officially launched January 2004 and has been used to find missing children, notify citizens of police situations, utility outages, safety issues, fires and evacuations.

The financial support through ADEQ will fund CENS through March of 2008. The Arizona Department of Administration's (ADOA) 9-1-1 office agreed to provide three months of funding that will extend CENS until July 1, 2008.

Homeland Security and Arizona Indian gaming revenue sharing grants have been applied for as a temporary funding solution. The results of those grants are still pending. City of Phoenix staff is researching other funding opportunities to support CENS in FY09 including through the State budget process.

## MAG Related Bills

## BILL SUMMARY

(48<sup>th</sup> Legislature – 2<sup>nd</sup> Regular Session)  
*Updated February 5, 2008*

New Bills Noted in **BOLD**

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
			<b>TRANSPORTATION</b>		
VLT Exemption; Seniors; Income-Based	SB 1020	Sen. Tibshraeny	Persons 65 or older who are eligible for property tax protection based on their income are also eligible for an exemption from vehicle license tax for one vehicle (but not for a motor home).	Senate 1 <sup>st</sup> Read: 1/14/08 2 <sup>nd</sup> Read: 1/15/08 <u>Committees</u> Trans: DP 1/15/08 Fin: 1/14/08 Rules: 1/14/08	
Transportation; HOV lanes; Hours	SB 1039	Sen. Harper	The times when the use of HOV lanes is restricted to vehicles of 2 or more persons become specified in statute as Monday through Friday, between 5am and 9am and between 3pm and 7pm. Current waivers for alt fuels are unchanged. [Effect is to extend the HOV lanes restriction by one hour in the morning. Current statute does not contain specific hours, leaving ADOT to establish restrictive hours by rule.]	Senate 1 <sup>st</sup> Read: 1/14/08 2 <sup>nd</sup> Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 Rules: 1/14/08	
Transportation; HOV lanes; Hybrids	SB 1041	Sen. Harper	Hybrid vehicles may use the HOV lanes at any time if the vehicle has at least 45% fuel efficiency in combined city-highway fuel economy based on information provided by the federal government. Previously, hybrid vehicles could use the HOV lanes at any time if the federal government allowed it.	Senate 1 <sup>st</sup> Read: 1/14/08 2 <sup>nd</sup> Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 Rules: 1/14/08	



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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Toll Roads; ADOT; Private Entity	SB 1042	Sen. Harper	By December 31, 2009, the Arizona Department of Transportation (ADOT) must issue a request for proposals for a private entity to construct a toll road between the intersection of the Loop 303 and 75 <sup>th</sup> Avenue, and Prescott. Proposals must be submitted by June 30, 2010, and ADOT must award the contract by December 31, 2010. Various restrictions on private toll roads, including the requirement for private roads to be constructed only where reasonable alternative public routes exist, are eliminated.	Senate 1 <sup>st</sup> Read: 1/14/08 2 <sup>nd</sup> Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 Rules: 1/14/08	
Planned Communities; Authority Over Roadways	SB 1058	Sen. Gray C	An HOA has no authority over any roadway, easement or other area owned by, under the legal authority of or dedicated for use by a government entity (regardless of any provision in community documents).	Senate 1 <sup>st</sup> Read: 1/14/08 2 <sup>nd</sup> Read: 1/15/08 <u>Committees</u> Gov: 1/14/08 Rules: 1/14/08	
State Transportation Board	SB 1204	Sens. Hale, Arzberger, Blendu, Landrum Taylor, Miranda, O'Halleran, Rios, Reps. Ableser, Chabin, McClure:	Adds a representative of a tribal government to the state transportation board.	Senate 1 <sup>st</sup> Read: 1/28/08 2 <sup>nd</sup> Read: 1/29/08 <u>Committees</u> Trans: 1/28/08 Rules: 1/28/08	

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Transportation Financing; Revenue Anticipation Bonds	SB 1276	Sen. Huppenthal	The State Transportation Board is authorized to issue revenue anticipation bonds. Issues may not carry maturity dates longer than five years. Of the proceeds, a maximum may be used for the following purposes: \$3 billion for capital improvements in high traffic corridors; \$3 billion for improvements to highways based on how the current traffic load compares with the vehicle capacity of the highway; \$3 billion to municipalities for improvements to streets and intersections; and \$3 billion to mass transit. A final \$8 billion is reserved for grants to persons who submit bids for transportation projects; awards go to projects that anticipate the least cost per passenger mile in amounts capped at \$160 million per project. A Transportation Finance Committee is created to recommend to the Transportation Board the source of taxation to be used to secure the revenue anticipation bonds.	Senate 1 <sup>st</sup> Read: 1/30/08 2 <sup>nd</sup> Read: 1/31/08 <u>Committees:</u> Trans: 1/31/08 Fin: 1/31/08 Rules: 1/31/08	
ADOT Rule Revisions	HB 2049	Rep. McClure	Removes the authority of the Department of Transportation to make certain rules, including rules regarding priority programs and revenue bonds. Removes the authority of the director to adopt rules for the expenditure of monies in the state fund.	House 1 <sup>st</sup> Read: 1/14/08 House 2 <sup>nd</sup> Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 Rules: 1/14/08	
Toll Road Companies; Headquarters in U.S.	HB 2087	Rep. Biggs; Rep. Murphy, Sen. Johnson	A company with which the Dept of Transportation may contract to build a privately-operated toll road must have its corporate headquarters in the United States.	House 1 <sup>st</sup> Read: 1/16/08 2 <sup>nd</sup> Read: 1/17/08 <u>Committees</u> Com: 1/16/08 Trans: 1/16/08 Rules: 1/16/08	

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Transportation Plans; Ballot; Mode Delineation	HB 2091	Reps. Biggs, Murphy, Sen. Gorman; Reps. Barto, Clark, Crump, Groe, Kavanagh, Sen. Johnson	State or county transportation plans that are submitted for voter approval must appear on the ballot which each mode of transportation and its costs clearly delineated. Voters must be allowed to vote yes or no on each transportation mode separately.	House 1 <sup>st</sup> Read: 1/14/08 2 <sup>nd</sup> Read: 1/15/08 <u>Committees</u> Trans: HELD 1/31/08 Rules: 1/14/08	
Highway Project Advancement Notes	HB 2094	Rep. Biggs	Definition of excise taxes is expanded to include taxes imposed by a county, city or town (formerly, limited to city or town). Definition of highway project is expanded to include a transportation improvement plan or a regional association of governments	House 1 <sup>st</sup> Read: 1/22/08 2 <sup>nd</sup> Read: 1/23/08 <u>Committees</u> Trans: DP 1/31/08 CMMA: 1/22/08 Rules: 1/22/08	
Transportation Districts	HB 2133	Rep. Rios	For the purposes of state transportation planning, if a county reaches 500,000 population, it becomes its own transportation district. [Capitol Reports note: currently of the six districts, only Maricopa and Pima counties are single-county districts; the other 13 counties are splint among the remaining four districts.]	House 1 <sup>st</sup> Read: 1/22/08 2 <sup>nd</sup> Read: 1/23/08 <u>Committees</u> Trans: 1/22/08 WM: 1/22/08 Rules: 1/22/08	
Regional Transportation Authorities	HB 2164	Reps. Prezelski, Farley; Thrasher	A regional transportation authority may be established in any county that is a member of a regional council of governments (formerly, only a county with a population of 400,001- 1 million could establish a regional transportation authority). The executive director of the authority must reside in the geographic boundaries of the authority. If approved by the voters at a countywide election, the authority shall levy and the Dept of Revenue shall collect a transportation excise tax.	House 1 <sup>st</sup> Read: 1/16/08 2 <sup>nd</sup> Read: 1/17/08 <u>Committees</u> Trans: 1/16/08 CMMA: 1/16/08 Rules: 1/16/08	

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Driving on Highways; Speed Limits	HB 2314	Reps. Sinema, Ableser: Reps. Campbell CH, Lopes, Meza	The presumed speed limit on highways outside urban areas (defined as an area with more than 50,000 persons) is reduced to 60 mph from 65 mph, for commercial vehicles, vehicle combinations weighing more than 26,000 pounds, and vehicles pulling a pole trailer that weighs 6,000 or more pounds.	House 1 <sup>st</sup> Read: 1/22/08 2 <sup>nd</sup> Read: 1/23/08 <u>Committees</u> Trans: 1/22/08 Rules: 1/22/08	
Motor Fuel Taxes; Annual Adjustment	HB 2593	Rep. Prezelski, Farley, Gallardo: Reps. Campbell CH, Lujan, Sinema, Thrasher	Beginning January 1, 2010, motor vehicle fuel taxes and use fuel taxes are adjusted annually by the percentage change in the gross domestic product index factor for Arizona. The fixed 13-cent use fuel tax for vehicles transporting forest products ends on Jan 1, 2010, and is replaced by the adjusted tax rate as provided in this act.	House 1 <sup>st</sup> Read: 1/29/08 2 <sup>nd</sup> Read: 1/30/08 <u>Committees</u> Trans: 1/29/08 App: 1/29/08 Rules: 1/29/08	
Development Fees; Public Transportation	HB 2665	Rep. Farley, Prezelski, Sinema: Reps. Ableser, Gallardo, Ulmer, Sens. Aboud, Aguirre	A municipality or county may assess development fees to offset costs associated with providing public transportation.	House 1 <sup>st</sup> Read: 2/04/08 2 <sup>nd</sup> Read: <u>Committees</u> CMMA: 2/04/08 Trans: 2/04/08 Rules: 2/04/08	
Highway User Revenue Fund Uses	HCR 2001	Rep. Campbell CH	The 2008 general election ballot is to carry the question of whether to amend the constitution expand the permitted uses of highway user revenues to include any transportation project (formally only highway and street projects were permitted).	House 1 <sup>st</sup> Read: 1/14/08 2 <sup>nd</sup> Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 CMMA: 1/14/08 Rules: 1/14/08	

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AIR QUALITY				
Air Quality; Idling; Study Committee	HB 2043	Rep. Robson	Establishes a 13 member Vehicle Idling Study Committee to consider the issues involved in developing a program to reduce the amount of pollution caused by unnecessary diesel engine idling. Sunsets on September 30, 2009.	House 1 <sup>st</sup> Read: 1/14/08 2 <sup>nd</sup> Read: 1/15/08 <u>Committees</u> Env: 1/14/08 Rules: 1/14/08
Air Quality; Violation Reports	HB 2044	Rep. Robson	The annual date on which the county or special district officer in charge of enforcing air quality laws must submit a report to the governor and the Legislature regarding entities that have been issued an order of abatement or a renewal of an order is changed to October 1 from December 1.	House 1 <sup>st</sup> Read: 1/14/08 2 <sup>nd</sup> Read: 1/15/08 <u>Committees</u> Env: 1/14/08 Rules: 1/14/08
Incinerators; Municipalities and Counties	HB 2135	Rep. Ableser	Counties and municipalities in air quality Area A (Phoenix metro) and Area B (Tucson metro) must limit the capacity of new incinerators in the jurisdiction and not increase the capacity of any existing incinerator within the jurisdiction.	House 1 <sup>st</sup> Read: 1/22/08 2 <sup>nd</sup> Read: 1/23/08 <u>Committees</u> Env: 1/22/08 CMMA: 1/22/08 Rules: 1/22/08
Land Divisions; Water Requirements	HB 2144	Rep. Ableser	A county or municipality shall not allow land divisions of 5 or fewer lots, tracts, or parcels without a water supply as determined by statute.	House 1 <sup>st</sup> Read: 1/22/08 2 <sup>nd</sup> Read: 1/23/08 <u>Committees</u> WA: 1/22/08 CMMA: 1/22/08 Rules: 1/22/08

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Emissions Testing; Motorcycles; Area A	HB 2280	Reps. Weiers JP: Reps. McLain, Nichols, Pancrazi	All motorcycles in the state are exempt from vehicle emissions inspection (formerly, only motorcycles in air quality area B – Tucson metro – were exempt). Does not become effective unless the EPA issues a vehicle emissions testing exemption for motorcycles in air quality area A (Phoenix metro) by July 1, 2010.	House 1 <sup>st</sup> Read: 1/22/08 2 <sup>nd</sup> Read: 1/23/08 <u>Committees:</u> Env: DP 1/30/08 Trans: 1/22/08 Rules: 1/22/08	
Clean Car Standards; No Idling	HB 2308	Rep. Sinema, Ableser: Reps. Campbell CH, Gallardo, Lopes, Meza, Miranda B	Requires the director of ADEQ to adopt the California Motor Vehicle Emissions Standards for passenger cars, light duty trucks and medium duty passenger vehicles. The Dept may adopt the Zero Emission Vehicle Program Regulations contained in the California Code of Regulations only in air quality area A or B (Phoenix metro and Tucson metro) as necessary to meet applicable air quality standards. The rules shall apply to new vehicles sold in this state beginning in 2009. The director shall adopt by rule standards for commercial vehicles and government fleets designed for a reduction in vehicle idling time of 80% by 2011 and 100% by 2016.	House 1 <sup>st</sup> Read: 1/22/08 2 <sup>nd</sup> Read: 1/23/08 <u>Committees:</u> Env: 1/22/08 Trans: 1/22/08 Com: 1/22/08 Rules: 1/22/08	
Air Quality; Cumulative Modeling	HB 2543	Rep. Sinema, Ableser, Chabin: Reps. Campbell CH, Lopes, Sen. Landrum Taylor	The Dept of Environmental Quality is authorized to require applicants for an air quality permit to include modeling that considers the cumulative impact of particulate matter emissions from sources in proximity to the applicant's source.	House 1 <sup>st</sup> Read: 1/29/08 2 <sup>nd</sup> Read: 1/30/08 <u>Committees:</u> Env: 1/29/08 Rules: 1/29/08	

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HUMAN SERVICES				
Domestic Violence; Dating Relationships	HB 2374	Rep. Hershberger, Sen. Rios	Expands definition of “domestic violence” to include current or previous significant romantic or sexual relationships between the victim and defendant.	House 1 <sup>st</sup> Read: 1/24/08 2 <sup>nd</sup> Read: 1/28/08 Committees Jud: 1/24/08 Rules: 1/24/08
Strangulation & Suffocation; Study Committee	<b>HB 2545</b>	Reps. Sinema, Gallardo, Lujan, Schapira: Reps. Ableser, Tobin, Sen. Tibshraeny	The Strangulation and Suffocation Study Committee is established to research strangulation or suffocation in domestic violence situations and make recommendations to improve law enforcement and judicial responses. The committee must submit a report to the Governor and Legislature by December 31, 2008. Session law only; no change to statutes.	House 1 <sup>st</sup> Read: 1/29/08 2 <sup>nd</sup> Read: 1/30/08 Committees: Jud: 1/29/08 Rules: 1/29/08



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MISCELLANEOUS				
Prisoners; Incarceration; County Jail	<b>SB 1136</b>	Sens. Cheuvront, Gray C	If the length of incarceration in the Dept of Corrections a person will actually serve (the sentence minus time served) is 1 year or less, the person shall serve it in a county jail. The Dept of Corrections shall provide, medical and health services and psychiatric care and treatment only to prisoners incarcerated in the Dept of Corrections.	Senate 1 <sup>st</sup> Read: 1/23/08 2 <sup>nd</sup> Read: 1/24/08 <u>Committees:</u> PSHS: 1/24/08 App: 1/24/08 Rules: 1/24/08
Annexation; Cities and Towns	HB 2051	Rep. McClure	Authority of municipalities to annex territory in an adjacent county is expanded to include territory in more than one county.	House 1 <sup>st</sup> Read: 1/14/08 2 <sup>nd</sup> Read: 1/15/08 <u>Committees</u> CMMA: 1/14/08 Rules: 1/14/08
Emergency Telecommunica tions Services	HB 2381	Reps. Weiers, Gray L	The amount permitted to be paid out of the Emergency Telecommunications Services Fund for administrative costs or fees for consultants' services is increased from 3% to 5% of the amount deposited into the fund annually.	House 1 <sup>st</sup> Read: 1/24/08 2 <sup>nd</sup> Read: 1/28/08 <u>Committees</u> NRPS: 1/24/08 Rules: 1/24/08

**Committee Legend:**

APP	Appropriations
APP-	Appropriations -
APP-P	Appropriations – Pearce
CED	Commerce and Economic Development
CMA	Counties, Municipalities and Military Affairs
COM	Commerce
COW	Committee of the Whole
ED	K-12 Education
ENV	Environment
FII	Financial Institutions and Insurance
FIN	Finance
FMPR	Federal Mandates and Property Rights
FS	Family Services
GAR	Government Accountability and Reform
GOV	Government
GR	Government Reform and Govt Finance Accountability
HE	Higher Education
HEA	Health
HS	Human Services
JUD	Judiciary
NRA	Natural Resources and Agriculture
NRRA	Natural Resources and Rural Affairs
NRPS	Natural Resources and Public Safety
PIR	Public Institutions and Retirement
PSHS	Public Safety and Human Services
RULES	Rules
S/E	Strike Everything
TRANS	Transportation
UCCT	Universities, Community Colleges and Technology
WA	Water and Agriculture
WM	Ways and Means

W/D	Withdrawn
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## **MAG FACT SHEET**

### **ENERGY INDEPENDENCE AND SECURITY ACT, SECTION 1131**

The Energy Independence and Security Act was signed in December 2007. Section 1131 of the Act is titled: Increased Federal Share for CMAQ Projects.

It states: CMAQ Projects - The Federal share payable on account of a project or program carried out under section 149 with funds obligated in fiscal year 2008 or 2009, or both, shall be not less than 80 percent and, at the discretion of the State, may be up to 100 percent of the cost thereof.

### **HOW DOES THIS AFFECT MAG?**

The current CMAQ Federal Guidance allows 'Higher local matches...can leverage CMAQ funding and extend the program to a greater pool of projects.'

The MAG long range transportation plan, the Regional Transportation Plan (adopted in 2003) established minimum cost sharing guidelines for local sponsored projects funded with CMAQ at a 70%-federal maximum/30%-local minimum cost share. Since the adoption of the RTP, programming has been based on this guideline or below allowing the MAG Region to spread the federal dollars among more local projects. An example of this: MAG and member agencies programmed nine paving dirt roads/shoulders for FY 2008 at a 50% federal/50% local cost share.

This legislation inadvertently creates significant difficulty in maintaining the number of CMAQ programmed transportation projects in the current and future MAG Transportation Improvement Program (TIP) and reduces the ability to effectively utilize matching leverage to address air quality attainment issues. This is of particular concern since MAG is in a nonattainment area with regard to air quality.

In FY08 & FY09, there are 121 projects programmed with over \$123 million in CMAQ funds. Of these 121 projects, 90 are programmed under the newly adopted minimum federal match of 80%. These 90 projects account for about \$67 million of CMAQ funds. Conservatively, the funds needed to increase the minimum match requirement to 80% for the 90 projects, is about \$34 million. There is a funding gap of \$34 million dollars that affects 90 projects programmed in FY08 and FY09.

The following tables explain the projects described in the paragraph above.

**TOTAL 08 & 09 PROJECTS PROGRAMMED FOR CMAQ**

Mode	Data	Total
AQ or TDM	Count of Mode	38
	Sum of Federal Cost	\$ 22,659,153
Bicycle	Count of Mode	22
	Sum of Federal Cost	\$ 17,611,535
ITS	Count of Mode	35
	Sum of Federal Cost	\$ 32,437,924
Pedestrian	Count of Mode	12
	Sum of Federal Cost	\$ 9,629,693
Street	Count of Mode	9
	Sum of Federal Cost	\$ 9,423,600
Transit	Count of Mode	5
	Sum of Federal Cost	\$ 31,781,049
Total Count of Mode		121
Total Sum of Federal Cost		\$ 123,542,954

**PROJECTS PROGRAMMED UNDER 80% MINIMUM MATCH**

Mode	Data	Total
AQ or TDM	Count of Mode	27
	Sum of Federal Cost	\$ 16,167,153
Bicycle	Count of Mode	18
	Sum of Federal Cost	\$ 15,039,346
ITS	Count of Mode	26
	Sum of Federal Cost	\$ 18,583,091
Pedestrian	Count of Mode	10
	Sum of Federal Cost	\$ 8,791,493
Street	Count of Mode	8
	Sum of Federal Cost	\$ 8,390,000
Transit	Count of Mode	1
	Sum of Federal Cost	\$ 510,000
Total Count of Mode		90
Total Sum of Federal Cost		\$ 67,481,083

54.6% Of the 08 & 09 Projects Costs are funded below 80%

74.4% Of the number of 08 & 09 Projects are funded below 80%

**FEDERAL FUNDS NEEDED TO MEET 80% MIN MATCH**

Mode	Data	Total
AQ or TDM	Count of Mode	27
	Sum of To get to 80%	\$ 24,285,018
Bicycle	Count of Mode	18
	Sum of To get to 80%	\$ 25,073,863
ITS	Count of Mode	26
	Sum of To get to 80%	\$ 19,854,600
Pedestrian	Count of Mode	10
	Sum of To get to 80%	\$ 12,995,185
Street	Count of Mode	8
	Sum of To get to 80%	\$ 18,141,600
Transit	Count of Mode	1
	Sum of To get to 80%	\$ 758,000
Total Count of Mode		90
Total Sum of To get to 80%		\$ 101,108,266
<b>DIFFERENCE</b>		<b>\$ (33,627,183)</b>

**Project Status:** 6 Projects have already obligated in 08, 5 are under 80%  
14 Projects are close (DCR and Environ. complete)  
19 Projects have not obligated, not complete and are eligible for STP  
7 Projects have not obligated, not completed and may be eligible for STP

## ***MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review***

**DATE:**

February 5, 2008

**SUBJECT:**

Development of the FY 2009 MAG Unified Planning Work Program and Annual Budget

**SUMMARY:**

Each year, staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. A review of the detailed draft Work Program and Budget is scheduled for March. This presentation is an overview of MAG's early FY 2009 proposed projects for the FY 2009 Work Program.

The Budget Workshop, which will also be available via videoconference, is scheduled for Wednesday, February 20, 2008 at 9:00 a.m. in the MAG Palo Verde Room. The invitation to the Budget Workshop is attached.

A draft Dues and Assessments worksheet is included in this material. The proposed Dues and Assessments have not been increased for FY 2009, although the allocation of Dues and Assessments has changed among the members due to population changes. MAG is proposing to keep the MAG Dues and Assessments at the same level due to the uncertain economy facing our members. The Solid Waste Assessment, unchanged since FY 2006, is expected to remain at \$10,000 for FY 2009 as no additional activity is anticipated.

Information for this presentation of the developing budget is included for your early review and input. Enclosed for your information are the following documents:

- Attachment One is the time line for budget development.
- Attachment Two is the draft Dues and Assessments for FY 2009.
- Attachment Three is the Budget Workshop invitation.
- Attachment Four is a detailed listing of proposed new projects.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: MAG is presenting a review of the proposed new projects associated estimated costs for FY 2009. This will provide for an incremental review of key budget proposed projects in February and a review of the more complete draft budget and work program in March of 2008.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: None.

POLICY: None.

**ACTION NEEDED:**

Information.

## **PRIOR COMMITTEE ACTIONS:**

Regional Council: This item was on the January 30, 2008 Regional Council agenda.

### **MEMBERS ATTENDING**

- |  |  |
|--|--|
| <ul style="list-style-type: none"><li>Mayor James M. Cavanaugh, Goodyear, Chair</li><li>* Mayor Mary Manross, Scottsdale, Vice Chair</li><li># Councilmember Robin Barker, Apache Junction</li><li>Mayor Marie Lopez Rogers, Avondale</li><li># Councilmember Elaine May for Mayor</li><li>Bobby Bryant, Buckeye</li><li># Mayor Wayne Fulcher, Carefree</li><li>Vice Mayor Gilbert Lopez for Councilmember</li><li>Dick Esser, Cave Creek</li><li>Mayor Boyd Dunn, Chandler</li><li>Mayor Fred Waterman, El Mirage</li><li>* President Raphael Bear, Fort McDowell</li><li>Yavapai Nation</li><li>Councilmember Jay Schlum for</li><li>Mayor Wally Nichols, Fountain Hills</li><li>Mayor Fred Hull, Gila Bend</li><li>* Governor William Rhodes, Gila River Indian</li><li>Community</li><li>Mayor Steven Berman, Gilbert</li><li>* Mayor Elaine Scruggs, Glendale</li><li>* Mayor Rebecca Jimenez, Guadalupe</li></ul> | <ul style="list-style-type: none"><li>* Mayor Thomas Schoaf, Litchfield Park</li><li>Supervisor Max W. Wilson, Maricopa County</li><li>Mayor Keno Hawker, Mesa</li><li>Councilmember Brian Cooney for Mayor</li><li>Ed Winkler, Paradise Valley</li><li>Mayor Bob Barrett, Peoria</li><li>* Vice Mayor Peggy Neely, Phoenix</li><li>Mayor Art Sanders, Queen Creek</li><li>Vice President Martin Harvier for President</li><li>Diane Enos, Salt River Pima-Maricopa</li><li>Indian Community</li><li>Mayor Lyn Truitt, Surprise</li><li>Mayor Hugh Hallman, Tempe</li><li>* Mayor Adolfo Gamez, Tolleson</li><li># Mayor Ron Badowski, Wickenburg</li><li>Mayor Michael LeVault, Youngtown</li><li>Felipe Zubia, State Transportation Board</li><li>* Vacant, State Transportation Board</li><li>* Vacant, Citizens Transportation</li><li>Oversight Committee</li></ul> |
|--|--|

\* Those members neither present nor represented by proxy.

# Attended by telephone conference call.

+ Attended by videoconference call.

Executive Committee: This item was on the January 14, 2008 MAG Regional Council Executive Committee agenda.

### **MEMBERS ATTENDING**

- |  |  |
|--|--|
| <ul style="list-style-type: none"><li>Mayor James M. Cavanaugh, Goodyear, Chair</li><li>Mayor Mary Manross, Scottsdale, Vice Chair</li><li>* Vice Mayor Peggy Neely, Treasurer</li><li>Mayor Steven M. Berman, Gilbert</li></ul> | <ul style="list-style-type: none"><li>Mayor Keno Hawker, Mesa</li><li>Mayor Thomas L. Schoaf, Litchfield Park</li><li>Mayor Marie Lopez Rogers, Avondale</li></ul> |
|--|--|

\* Not present

# Participated by video or telephone conference call

Management Committee: This item was on the January 9, 2008 Management Committee agenda.

### **MEMBERS ATTENDING**

- |  |  |
|--|--|
| <ul style="list-style-type: none"><li># Jan Dolan, Scottsdale, Chair</li><li>Charlie McClendon, Avondale, Vice Chair</li><li># Matthew Busby for George Hoffman,</li><li>Apache Junction</li><li>Jeanine Guy, Buckeye</li><li>* Jon Pearson, Carefree</li><li>* Usama Abujbarah, Cave Creek</li><li># Mark Pentz, Chandler</li><li>Dr. Spencer Isom for B.J. Cornwall, El</li><li>Mirage</li></ul> | <ul style="list-style-type: none"><li>Alfonso Rodriguez, Fort McDowell</li><li>Yavapai Nation</li><li># Kate Zanon, Fountain Hills</li><li>* Lynn Farmer, Gila Bend</li><li>Joseph Manuel, Gila River Indian</li><li>Community</li><li>George Pettit, Gilbert</li><li>* Ed Beasley, Glendale</li><li># Brian Dalke, Goodyear</li><li># Mark Johnson, Guadalupe</li></ul> |
|--|--|

Darryl Crossman, Litchfield Park  
# Scott Butler for Christopher Brady, Mesa  
Jim Bacon, Paradise Valley  
Terry Ellis, Peoria  
Frank Fairbanks, Phoenix  
# John Kross, Queen Creek  
# Bryan Meyers, Salt River Pima-Maricopa  
Indian Community  
Michelle Lehman for Jim Rumpeltes,  
Surprise

# Charlie Meyer, Tempe  
\* Reyes Medrano, Tolleson  
# Gary Edwards, Wickenburg  
# Mark Hannah for Lloyce Robinson,  
Youngtown  
# Dale Buskirk for Victor Mendez, ADOT  
# Kenny Harris for David Smith,  
Maricopa County  
Chris Curcio for Dave Boggs, Valley  
Metro/RPTA

- \* Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

**CONTACT PERSON:**

Rebecca Kimbrough, MAG Fiscal Services Manager, (602) 452-5051



**Fiscal Year 2009  
DRAFT February 5, 2008  
Work Program and Annual Budget Proposed Timeline**

<b>01/04/08</b>	<b>Fri</b>	<i>Intergovernmental Meeting</i>
<b>01/09/08</b>	<b>Wed</b>	<i>Regional Council Management Committee Meeting-dues/assessments</i>
<b>01/14/08</b>	<b>Mon</b>	<i>Regional Council Executive Committee Meeting-dues/assessments</i>
<b>01/30/08</b>	<b>Wed</b>	<i>Regional Council-dues/assessments</i>
<b>02/07/08</b>	<b>Thurs</b>	<i>Intergovernmental Meeting</i>
<b>02/13/08</b>	<b>Wed</b>	<i>Management Committee Meeting- proposed projects; budget workshop information; draft dues &amp; assessments;timeline</i>
<b>02/20/08</b>	<b>Wed</b>	<i>Budget Workshop-videoconference, 9:00 AM, MAG Offices in the Palo Verde Room</i>
<b>02/25/08</b>	<b>Mon</b>	<i>Regional Council Executive Committee Meeting - proposed projects; draft dues &amp; assessments;timeline</i>
<b>02/27/08</b>	<b>Wed</b>	<i>Regional Council Meeting- present proposed projects; draft dues and assessments;timeline</i>
<b>03/06/08</b>	<b>Thurs</b>	<i>Intergovernmental Meeting</i>
<b>03/12/08</b>	<b>Wed</b>	<i>Management Committee Meeting- information and review of draft budget documents</i>
<b>03/17/08</b>	<b>Mon</b>	<i>Regional Council Executive Committee Meeting- information and review of draft budget documents</i>
<b>03/26/08</b>	<b>Wed</b>	<i>Regional Council Meeting- information and review of draft budget documents</i>
<b>04/03/08</b>	<b>Thurs</b>	<i>Intergovernmental Meeting</i>
<b>04/09/08</b>	<b>Wed</b>	<i>Management Committee Meeting- information and review of draft budget documents</i>
<b>04/14/08</b>	<b>Mon</b>	<i>Regional Council Executive Committee Meeting- information and review of draft budget documents</i>
<b>04/23/08</b>	<b>Wed</b>	<i>Regional Council Meeting- information and review of draft budget documents</i>
<b>April</b>		<i>Changes in draft budget projects and/or any changes in budgeted staff will be brought to the Executive Committee, Management Committee and Regional Council in their April meetings if needed (TBD)</i>
<b>April</b>		<i>IPG meeting with FHWA, FTA, ADOT and others (TBD)</i>
<b>05/08/08</b>	<b>Thurs</b>	<i>Intergovernmental Meeting</i>
<b>05/14/08</b>	<b>Wed</b>	<i>Management Committee meeting - present draft Budget for recommendation of approval</i>
<b>05/19/08</b>	<b>Mon</b>	<i>Regional Council Executive Committee meeting - present draft Budget for recommendation of approval</i>
<b>05/28/08</b>	<b>Wed</b>	<i>Regional Council meeting - present draft Budget for approval</i>

# Maricopa Association of Governments

Fiscal Year 2009

January 2, 2008

## Draft Dues And Assessments

ATTACHMENT TWO

Jurisdiction	FY 2008 Budget (e) Population Totals	MAG Member Dues	Solid Waste (b) Planning Assessment	Water Quality Planning Assessment	9-1-1 (c) Planning Assessment	Human Services Planning Assessment	Homeless (d) Prevention Assessment	Total (e) FY 2008 Estimated Dues & Assessments	Total FY 2008 Dues & Assessments	\$ Change from FY 2008 to 2009 Dues & Assessments
Apache Junction (g)	34,071	\$1,751	\$86	\$1,015	\$2,040	\$624		\$5,516	\$5,839	(\$323)
Avondale	75,256	\$3,888	\$191	\$2,241	\$4,505	\$1,379		\$12,184	\$11,887	\$297
Buckeye	40,467	\$2,080	\$103	\$1,205	\$2,423	\$742		\$6,553	\$4,353	\$2,199
Carefree	3,871	\$199	\$10	\$115	\$232	\$71		\$627	\$632	(\$5)
Cave Creek	5,028	\$258	\$13	\$150	\$301	\$92		\$814	\$818	(\$4)
Chandler	241,205	\$12,397	\$612	\$7,183	\$14,440	\$4,420	\$4,167	\$43,219	\$43,730	(\$511)
El Mirage	33,583	\$1,726	\$95	\$1,000	\$2,011	\$615		\$5,437	\$5,495	(\$58)
Fort McDowell Yavapai Nation	824	\$259	\$2	\$25	\$49	\$15		\$350	\$350	\$0
Fountain Hills	25,540	\$1,313	\$65	\$761	\$1,529	\$468		\$4,135	\$4,199	(\$64)
Gila Bend	1,891	\$141	\$5	\$56	\$113	\$35		\$350	\$350	\$0
Gila River Indian Community (i)	2,742	\$141	\$7	\$82	\$164	\$50		\$444	\$469	(\$25)
Gilbert	203,656	\$10,468	\$517	\$6,065	\$12,192	\$3,732	\$3,519	\$36,492	\$32,785	\$3,707
Glendale	246,076	\$12,648	\$624	\$7,328	\$14,732	\$4,509	\$4,252	\$44,093	\$45,913	(\$1,820)
Goodyear	55,954	\$2,876	\$142	\$1,666	\$3,350	\$1,025		\$9,059	\$7,920	\$1,139
Guadalupe	5,008	\$288	\$14	\$167	\$336	\$103		\$908	\$952	(\$44)
Litchfield Park	5,055	\$260	\$13	\$151	\$303	\$93		\$818	\$776	\$42
Maricopa County (f)	239,308	\$12,300	\$607	\$7,126	\$14,327	\$4,385	\$4,135	\$42,880	\$42,882	(\$2)
Mesa	456,344	\$23,455	\$1,158	\$13,589	\$27,320	\$8,362	\$7,884	\$81,768	\$84,885	(\$3,117)
Paradise Valley	14,215	\$731	\$36	\$423	\$851	\$260		\$2,301	\$2,376	(\$75)
Pecora (h)	151,551	\$7,789	\$384	\$4,513	\$9,073	\$2,777	\$2,618	\$27,155	\$26,169	\$986
Phoenix	1,538,568	\$79,079	\$3,903	\$45,816	\$90,731	\$28,193	\$26,583	\$183,575	\$185,585	(\$2,010)
Queen Creek (g)	21,853	\$55	\$55	\$851	\$1,308	\$400		\$3,538	\$2,813	\$725
Salt River Pima-Maricopa	6,835	\$351	\$17	\$204	\$409	\$125		\$1,107	\$1,162	(\$55)
Scottsdale	240,126	\$12,342	\$609	\$7,151	\$14,376	\$4,400	\$4,149	\$43,026	\$44,471	(\$1,445)
Surprise	104,895	\$5,391	\$266	\$3,124	\$6,280	\$1,922		\$16,983	\$15,127	\$1,856
Tempe	167,871	\$8,628	\$426	\$4,999	\$10,050	\$3,076	\$2,900	\$30,079	\$31,406	(\$1,327)
Tolleson	6,680	\$343	\$17	\$199	\$400	\$122		\$1,082	\$1,114	(\$32)
Wickenburg	6,380	\$328	\$16	\$190	\$382	\$117		\$1,033	\$1,042	(\$9)
Youngtown	6,332	\$325	\$16	\$189	\$379	\$116		\$1,025	\$1,056	(\$31)
TOTALS	3,941,783	\$202,861	\$10,000	\$117,379	\$143,872	\$72,231	\$60,207	\$606,550	\$606,556	(\$6)

FY 2008 Total Costs Based on Population	\$202,861	\$10,000	\$117,379	\$143,872	\$72,231	\$60,207
Per Capita Cost	\$0.0519	\$0.0026	\$0.0329	\$0.0402	\$0.0202	\$0.0169

The annual Dues and Assessments are apportioned according to per capita populations. Dues and Assessments are not increased for FY 2009. Changes in population account for the difference between FY 2008 and FY 2009 Dues and Assessments totals.

- MAG July 1, 2007 Approved Population
- The Solid Waste Planning Assessment remains at the FY 2006 level of \$10,000. There is no anticipated increased activity in fiscal year 2009 for this program.
- The 9-1-1 assessment is apportioned according to per capita populations excluding the City of Phoenix.
- The Homeless Prevention assessment is only charged to cities who are CDBG recipients and have populations over 50,000 and to Maricopa County.
- Total Dues and Assessments are based on a minimum of \$350 per member.
- The Maricopa County portion of the dues and assessments includes the balance of the county, excluding Gila River Indian Community, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community (except when calculating the Homeless Prevention assessment).
- Maricopa and Pinal County portions
- Maricopa and Yavapai County portions
- Maricopa County portion only

January 8, 2008

**MAG VIDEOCONFERENCE PRESENTATION ON THE DEVELOPMENT OF THE FY 2009  
UNIFIED PLANNING WORK PROGRAM AND ANNUAL BUDGET**

Wednesday, February 20, 2008, 9:00 a.m.  
MAG Office, Suite 200, Palo Verde Room  
302 North 1st Avenue, Phoenix

In an effort to get early input into the FY 2009 MAG Budget and to provide information about the proposed budget for our member agencies, we will hold a budget workshop on Wednesday, February 20, 2008 at 9:00 a.m. The budget workshop will include an overview of MAG's estimated FY 2009 revenues and expenses and proposed projects for the FY 2009 Work Program.

We would like to invite you to attend this meeting by videoconference, telephone conference call or in person at MAG in the Palo Verde Room on the second floor of the MAG Offices. Instructions on attending this workshop are described below:

- Telephone Conference Call: Those attending by telephone conference call are requested to call (602) 261-7510 between 8:55 a.m. and 9:00 a.m. the day of the workshop. After the prompt, please enter the meeting ID number 1234 on your telephone keypad followed by the # key. If you have a problem or require assistance, dial 0 after calling the number above.
- Videoconference: Those attending by videoconference are requested to contact the Help Desk at (602) 452-5095 by Friday, February 15, 2008.
- Attending in Person: If you are attending in person, please park in the garage underneath the building. Bring your ticket to the meeting, parking will be validated.

If you have any questions or need additional information on the budget presentation, please contact Becky Kimbrough at (602) 254-6300.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Environmental Division .....	<u>Page 1</u>
Air Quality Technical Assistance On Call .....	<u>Page 1</u>
Resources Required: \$280,000 .....	<u>Page 1</u>
MAG Air Quality Associate .....	<u>Page 2</u>
Resources Required: \$130,000 .....	<u>Page 2</u>
MAG Air Quality Associate .....	<u>Page 3</u>
Resources Required: \$80,000 .....	<u>Page 3</u>
Human Services Division .....	<u>Page 4</u>
Ambassador Program Support .....	<u>Page 4</u>
Resources Required: \$5,000 .....	<u>Page 4</u>
HUD Application Support .....	<u>Page 5</u>
Resources Required: \$4,000 .....	<u>Page 5</u>
Continuum of Care Support .....	<u>Page 6</u>
Resources Required: \$10,000 (proposed funding will be provided through donations) .....	<u>Page 6</u>
Communications Division .....	<u>Page 7</u>
Litter Prevention and Education .....	<u>Page 7</u>
Resources Required: \$300,000 .....	<u>Page 7</u>
Transportation Division .....	<u>Page 8</u>
2009 Regional Bike Safety Education Campaign .....	<u>Page 8</u>
Resources Required: \$174,000. ....	<u>Page 8</u>
Traffic Signal Optimization Program (TSOP) On-Call .....	<u>Page 9</u>
Resources Required: \$300,000 .....	<u>Page 9</u>
Transportation Planning Workshop Series .....	<u>Page 10</u>
Resources Required: \$20,000 .....	<u>Page 10</u>
Assessment of Access Management Practices .....	<u>Page 11</u>
Resources Required: \$35,000 .....	<u>Page 11</u>
MAG Traffic Interchange (TI) Spacing Policy Study .....	<u>Page 12</u>
Resources Required: \$75,000 .....	<u>Page 12</u>
MAG Regional Bicycle and Pedestrian Facilities Integration Study .....	<u>Page 13</u>
Resources Required: \$75,000 .....	<u>Page 13</u>
2009 Bicycle Design Assistance Program .....	<u>Page 14</u>
Resources Required: \$250,000 .....	<u>Page 14</u>
2009 Pedestrian Design Assistance Program .....	<u>Page 15</u>
Resources Required: \$150,000 .....	<u>Page 15</u>
Valley Metro/RPTA Planning Support .....	<u>Page 16</u>
Resources Required: \$224,720 .....	<u>Page 16</u>
Non-Recurring Congestion Study .....	<u>Page 17</u>

Draft MAG FY 2009 Work Program  
Proposed New Projects

Resources Required: \$300,000 .....	<u>Page 17</u>
Non-Engineering Strategies for Improving Road Safety On-Call .....	<u>Page 18</u>
Resources Required: \$50,000 .....	<u>Page 18</u>
Evaluation of Roundabout Signage On-Call .....	<u>Page 19</u>
Resources Required: \$50,000 .....	<u>Page 19</u>
Transportation Software Development and Support On-call .....	<u>Page 20</u>
Resources Required: \$250,000 .....	<u>Page 20</u>
Development of the MAG Regional Activity-Based Model - Phase II .....	<u>Page 21</u>
Resources Required: \$500,000 .....	<u>Page 21</u>
Texas Transportation Institute (TTI) Research of Archived Traffic Data .....	<u>Page 22</u>
Resources Required: \$95,000 .....	<u>Page 22</u>
TTI Urban Transportation Performance Measure Research .....	<u>Page 23</u>
Resources Required: \$25,000 .....	<u>Page 23</u>
Public Involvement Disability Outreach Associate .....	<u>Page 24</u>
Resources Required: \$20,000 .....	<u>Page 24</u>
Transportation Public Involvement Support .....	<u>Page 25</u>
Resources Required: \$30,000 .....	<u>Page 25</u>
Valley Metro Rail Planning Support .....	<u>Page 26</u>
Resources Required: \$500,000 .....	<u>Page 26</u>
Information Services Division .....	<u>Page 27</u>
Digital Aerial Photography .....	<u>Page 27</u>
Resources Required: \$80,000 .....	<u>Page 27</u>
MAGIC Assistance .....	<u>Page 28</u>
Resources Required: \$25,000 .....	<u>Page 28</u>
MAG GIS Assistance .....	<u>Page 29</u>
Resources Required: \$25,000 .....	<u>Page 29</u>
Activity Based Socioeconomic Modeling Sub-models .....	<u>Page 30</u>
Resources Required: \$100,000 .....	<u>Page 30</u>
AZ-SMART Enhancements - Employment, Classification, and Redevelopment .....	<u>Page 31</u>
Resources Required: \$150,000 .....	<u>Page 31</u>
AZ-SMART Consultant Support for MAG .....	<u>Page 32</u>
Resources Required: \$45,000 .....	<u>Page 32</u>
MAG Associate, Census 2010 .....	<u>Page 33</u>
Resources Required: \$50,000 .....	<u>Page 33</u>
Video Outreach Associate .....	<u>Page 34</u>
Resources Required: \$24,000 .....	<u>Page 34</u>
MAG Web Site Support .....	<u>Page 35</u>
Resources Required: \$20,000 .....	<u>Page 35</u>

**Draft MAG FY 2009 Work Program  
Proposed New Projects**

**Environmental Division**

**Project Name:** Air Quality Technical Assistance On Call

**Brief Description:** As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. Since there have been no violations of the eight-hour ozone standard for three consecutive three year periods, the planning effort will be initiated to prepare an Eight-Hour Ozone Redesignation Request and Maintenance Plan. As approved by the MAG Regional Council on May 23, 2007, MAG will also be issuing a report on the status of the implementation of the committed measures in the MAG Five Percent Plan for PM-10 by the cities, towns, Maricopa County, and the State each year. MAG will also be conducting an inventory of dirt roads and the estimated traffic counts by jurisdiction to measure the progress in eliminating dirt roads each year. In addition, MAG may need to provide supplemental analyses and information for the Five Percent Plan for PM-10 to the Environmental Protection Agency. Consultant expertise will be needed in the following technical air quality areas: air quality modeling; air quality monitoring and meteorology; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; analysis of control measures; implementation of control measures; tracking implementation of committed control measures; air quality plan preparation; CMAQ evaluation methodologies; and transportation conformity.

**Recommended by:** This project is recommended by MAG staff to meet the requirements in the Clean Air Act and follow through with the direction given by the MAG Regional Council.

**Mission/Goal Statement:** Perform data collection, analysis, and planning necessary to meet the National Ambient Air Quality Standards and the Clean Air Act requirements for the criteria pollutants and conformity.

**Resources Required:** \$280,000

**Expected Outcome:** The Eight-Hour Ozone Redesignation Request and Maintenance Plan is one of the requirements for the region to be redesignated to attainment status. It may be necessary to provide supplemental analyses to the Environmental Protection Agency for approval of the MAG 2007 Five Percent Plan for PM-10. Tracking the implementation of the committed measures in the Five Percent Plan and the progress made to pave dirt roads will contribute to attainment of the PM-10 standard and cleaner air for the citizenry.

**Benefit to MAG member agencies:** Redesignation to attainment status for the eight-hour ozone standard would reflect positively on the region. Timely implementation of committed control measures in the MAG Five Percent Plan for PM-10 will assist the region in meeting the Clean Air Act requirements for PM-10 and avoid more onerous control measures, the withholding of federal highway funds and a conformity lapse. Updating the CMAQ methodologies and assumptions used to quantify the air quality benefits of the CMAQ projects will incorporate the latest research results and technical approaches. This will ensure that the projects submitted by the MAG member agencies for CMAQ funds are fairly and equitably evaluated.

**Benefit to the Public:** Timely implementation of committed measures in the MAG Five Percent Plan for PM-10 will assist the region in attaining the PM-10 standard and improving public health. Improved methodologies for CMAQ project evaluation will provide more accurate emissions reductions for proposed projects that will be used in prioritizing the projects for funding and implementation in accordance with the multi-modal theme in the Regional Transportation Plan.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Environmental Division

**Project Name:** MAG Air Quality Associate

**Brief Description:** As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. Technical assistance from a MAG Associate will be needed in the following technical air quality areas: air quality modeling; air quality monitoring and meteorology; traffic surveys and emissions inventories; dirt road inventories and tracking progress made to pave dirt roads; statistical analysis of data; analysis of control measures; implementation of control measures; tracking implementation of committed control measures; air quality plan preparation; CMAQ evaluation methodologies; and transportation conformity.

**Recommended by:** This project is recommended by MAG staff, in order to meet the requirements in the Clean Air Act and follow through with the direction given by the MAG Regional Council.

**Mission/Goal Statement:** Perform data collection, analysis, modeling, and planning necessary to meet the National Ambient Air Quality Standards and the Clean Air Act requirements for the criteria pollutants and conformity.

**Resources Required:** \$130,000

**Expected Outcome:** The Eight-Hour Ozone Redesignation Request and Maintenance Plan is one of the requirements for the region to be redesignated to attainment status. Supplemental analyses may be necessary to provide to the Environmental Protection Agency for approval of the MAG 2007 Five Percent Plan for PM-10. Tracking the implementation of the committed measures in the Five Percent Plan and the progress made to pave dirt roads will contribute to attainment of the PM-10 standard and cleaner air for the citizenry.

**Benefit to MAG member agencies:** Redesignation to attainment status for the eight-hour ozone standard would reflect positively on the region. Timely implementation of committed control measures in the MAG Five Percent Plan for PM-10 will assist the region in meeting the Clean Air Act requirements for PM-10 and avoid more onerous control measures, the withholding of federal highway funds and a conformity lapse. Updating the CMAQ methodologies and assumptions used to quantify the air quality benefits of the CMAQ projects will incorporate the latest research results and technical approaches. This will ensure that the projects submitted by the MAG member agencies for CMAQ funds are fairly and equitably evaluated.

**Benefit to the Public:** Timely implementation of committed measures in the MAG Five Percent Plan for PM-10 will assist the region in attaining the PM-10 standard and improving public health. Improved methodologies for CMAQ project evaluation will provide more accurate emissions reductions for proposed projects that will be used in prioritizing the projects for funding and implementation in accordance with the multi-modal theme in the Regional Transportation Plan.



Draft MAG FY 2009 Work Program  
Proposed New Projects

Environmental Division

**Project Name:** MAG Air Quality Associate

**Brief Description:** As the designated Regional Air Quality Planning Agency for the Maricopa area, the Maricopa Association of Governments conducts air quality modeling and prepares air quality plans to attain and maintain the National Ambient Air Quality Standards. Technical assistance from a MAG Associate will be needed in the following technical air quality areas: air quality modeling and model validation; air quality monitoring and meteorology; emissions inventories; statistical analysis of data; analysis of control measures; air quality plan preparation including the technical support document; CMAQ evaluation methodologies and project evaluation process; and transportation conformity.

**Recommended by:** This project is recommended by MAG staff, in order to meet the requirements in the Clean Air Act.

**Mission/Goal Statement:** Perform data collection, analysis, modeling, and planning necessary to meet the National Ambient Air Quality Standards and the Clean Air Act requirements for the criteria pollutants and conformity.

**Resources Required:** \$80,000

**Expected Outcome:** The Eight-Hour Ozone Redesignation Request and Maintenance Plan is one of the requirements for the region to be redesignated to attainment status. Supplemental analyses may be necessary to provide to the Environmental Protection Agency for approval of the MAG 2007 Five Percent Plan for PM-10.

**Benefit to MAG member agencies:** Redesignation to attainment status for the eight-hour ozone standard would reflect positively on the region. The supplemental analyses for the Five Percent Plan for PM-10 may enhance the approvability of the plan. Updating the CMAQ methodologies and assumptions used to quantify the air quality benefits of the CMAQ projects will incorporate the latest research results and technical approaches. This will ensure that the projects submitted by the MAG member agencies for CMAQ funds are fairly and equitably evaluated.

**Benefit to the Public:** The MAG Five Percent Plan for PM-10 will assist the region in attaining the PM-10 standard and improving public health. The Eight-Hour Ozone Redesignation Request and Maintenance Plan is a necessary requirement for redesignating the region to attainment status. Improved methodologies for CMAQ project evaluation will provide more accurate emissions reductions for proposed projects that will be used in prioritizing the projects for funding and implementation in accordance with the multi-modal theme in the Regional Transportation Plan.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Human Services Division

**Project Name:** Ambassador Program Support

**Brief Description:** The Ambassador Program will engage people from the community to provide information and referrals for human services transportation programs. This volunteer program will increase the capacity of transportation programs to conduct community outreach and increase ridership. This will also help to coordinate transportation programs, particularly for older adults, people with disabilities, and people with low incomes. Ambassadors will be recruited from retirement communities, neighborhood associations, community centers, and libraries. They will receive training on travel and how to access information about human services transportation programs. They will be kept current on new programs and services through monthly electronic emails and quarterly sub-regional meetings. On an annual basis, they will meet to complete additional training. This effort is included as one of the strategies in the 2008 MAG Human Services Coordination Transportation Plan. The requested funds will cover costs associated with the annual meeting and incentives such as bus passes for the volunteers.

**Recommended by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** The Ambassador Program will increase the quality of life of the region's older adults, people with disabilities, and people with low incomes by improving access to mobility options and information.

**Resources Required:** \$5,000

**Expected Outcome:** 100 people will be trained and will actively provide services to older adults, people with disabilities, and people with low incomes to increase awareness and utilization of mobility options. This service will facilitate broad outreach and assistance at no additional charge to the provider agencies. This increased mobility will enhance the quality of life for people in these target groups.

**Benefit to MAG member agencies:** Uncoordinated and underutilized human services transportation programs result in a burden to the region in a few important ways. First, people may go without critical medical care for lack of transportation, resulting in more serious health concerns. Second, the isolation of not having access to transportation can result in debilitating depression and mental health issues. Third, the talents and resources people have but are unable to share are wasted and untapped. Providing a grass roots outreach mechanism is cost efficient and increases the capacity of the region to respond to a growing need effectively.

**Benefit to the Public:** The public will benefit from having more people trained in accessing information about human services transportation programs. This will help increase awareness and utilization of existing mobility options. People will be empowered to interact more fully with their community. This will improve the quality of life for the people and the community will benefit from the resources and talents the people share with the community.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Human Services Division

**Project Name:** HUD Application Support

**Brief Description:** John Epler has contracted with the Maricopa Association of Governments for a number of years to provide technical assistance to the MAG Continuum of Care Regional Committee on Homelessness' application to the U.S. Department of Housing and Urban Development for Stuart B. McKinney funds for homeless assistance programs. In addition to providing technical assistance to staff to complete and review the application, Mr. Epler gives technical assistance to the agencies providing the homeless assistance programs in order to help the region be more competitive in the national competition for funds.

**Recommended by:** This project is recommended by MAG staff and the MAG Continuum of Care Regional Committee on Homelessness.

**Mission/Goal Statement:** To provide technical assistance on the federal HUD application for homeless assistance programs and to provide technical assistance to agencies performing poorly in the areas of employment and housing as indicated by the Annual Performance Reports.

**Resources Required:** \$4,000

**Expected Outcome:** The associate will complete the following tasks:

**Task 1:** Provide technical assistance on the federal HUD application for homeless assistance programs.

- Review the 2008 HUD Super Notices Of Funding Availability (SuperNOFA) and highlight changes with a corresponding explanation of critical changes needed to the local application process.
- Review the 2008 application draft prepared by MAG staff and offer recommendations for improvement.
- Review all new Exhibit 2 applications and make recommendations for compliance with HUD threshold requirements and to improve the applications.
- Review Exhibit One, especially the draft goals, and recommend improvements before application submission to HUD.
- Provide technical assistance as needed to improve the application.

**Task 2:** Provide technical assistance to agencies performing poorly in the areas of employment and housing as indicated by the Annual Performance Reports (APR).

- Contact up to 15 agencies as identified by MAG staff to provide technical assistance. This will include an assessment of the agencies' strengths and weaknesses in relation to their low APR scores and a plan for how to improve their performance in the areas of employment and housing.
- Provide a report to MAG staff with the plans for improvement.
- Monitor progress made by the agencies on a quarterly basis and provide reports to MAG staff.

**Benefit to MAG member agencies:** The region needs to be competitive in order to continue receiving HUD funding. Mr. Epler's technical assistance ensures the region has the best opportunity to be awarded the most funds possible. The Continuum of Care exceeds the pro-rata share for the region of \$9 million, receiving record high amounts of more than \$20 million.

**Benefit to the Public:** The streets are safer when people are not living in them. Communities are stronger when everyone has a productive, positive place in them. Moving people from the streets to self-sufficiency benefits everyone. The technical assistance received from this associate helps homeless assistance programs to receive as much funding as possible. This intervention helps move people from homelessness to stable housing quickly and effectively. The technical assistance also improves the way services are delivered for maximum benefit.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Human Services Division

**Project Name:** Continuum of Care Support

**Brief Description:** Continuum of Care support includes an annual luncheon and award ceremony which occurs in the second quarter for homeless advocates, champions, and service providers in order to increase motivation and collaboration.

**Recommended by:** This project is recommended by MAG staff and the MAG Continuum of Care Regional Committee on Homelessness.

**Mission/Goal Statement:** To thank and inspire the advocates, champions, and providers who are working to end homelessness.

**Resources Required:** \$10,000 (proposed funding will be provided through donations)

**Expected Outcome:** One hundred and fifty people are expected to attend. Of this number, at least 80 percent will indicate the event has increased their motivation to end homelessness and has supported the collaborations they have with other people striving for the same goal.

**Benefit to MAG member agencies:** Homelessness impacts the ability of the member agencies to strengthen and develop their communities. This event helps to rally the providers to continue their work of moving people from the streets to self-sufficiency.

**Benefit to the Public:** The public benefits from having a clear, action-oriented response to homelessness. This event helps inspire providers to continue their work and to challenge themselves to create new solutions that will reap tangible results.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Communications Division

**Project Name:** Litter Prevention and Education

**Brief Description:** The inclusion of funding for litter education in the Regional Transportation Plan was the result of a resolution passed by the MAG Regional Council and State Transportation Board on December 3, 2003. The objective of the Litter Prevention and Education program is to improve visual aesthetics along the highway system in the MAG region by increasing awareness of the economic, safety and health impacts of littering and to encourage motorists to dispose of trash properly.

**Recommended by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** To develop and implement a strategy to increase public awareness as a way to reduce litter on the regional freeway system in the MAG Region and to establish an evaluative process to measure the success of the program.

**Resources Required:** \$300,000

**Expected Outcome:** The consultant will use an array of communication services – including public education, advertising, community partnerships, and other outreach efforts – that will increase awareness of the freeway litter problem in the MAG Region and lead to measurable changes in behavior among offenders.

**Benefit to MAG member agencies:** It costs our region about \$3 million and nearly 150,000 labor hours each year to pick up litter along Valley freeways. Unsightly litter also impacts our economy when tourists and prospective businesses choose not to come back to our state due to a poor impression. Litter is not only unsightly, it is unsanitary and can cause environmental and health problems. Cigarette butts, for example, contain toxic chemicals that can end up in storm drains and contaminate our water systems. Trash and other items falling from unsecured loads can cause serious traffic accidents. Debris on roadways nationwide causes 25,000 accidents each year and more than 80 fatalities. Between 1999 and 2001, Arizona reported five fatal accidents due to road debris. Accidents and slow-downs due to roadway debris increase the time we spend stuck in traffic and results in lost productivity. The litter prevention and education campaign will help mitigate these impacts to communities.

**Benefit to the Public:** While many Arizonans take pride in our state, some believe that one small piece of trash won't matter. But even small pieces of litter add up to a giant problem: about 151,000 bags of trash are picked up off Valley freeways every year. By reducing the amount of freeway litter through public education, we can address the economic, safety and health impacts caused by littering and improve our regional quality of life.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** 2009 Regional Bike Safety Education Campaign

**Brief Description:** The Bicycle Education project will be carried out by Valley Metro and will include strategic marketing, community outreach, education and communications plan for a bicycle safety education campaign in Maricopa County. This includes advertising elements, public relations strategies, as well as community outreach and education initiatives. One component will be the Bicycle Safety Education training for school outreach developed by St. Joseph's Hospital for teachers and/or public safety or school nurses.

**Recommended by:** This project is recommended by the MAG Regional Bicycle Task Force recommendation for FY 2008 TIP. CMAQ funds for \$24,000 have already been programmed for this project. The balance of the project will be funded by FHWA funds, for a project total of \$174,000.

**Mission/Goal Statement:** To increase the awareness and importance of bicycle safety measures to the bicycle and vehicle driving public in and effort to reduce injury and deaths due to accidents or incidents.

**Resources Required:** \$174,000.

**Expected Outcome:**

- Motivate more people to wear safety helmets and ride on the right side of the road, especially youth between the ages of 7 and 17, and in particular males.
- Communicate the risks involved when people do not wear helmets.
- Reduce the number of bicycle-related injuries and deaths.
- Train public safety, nurses and teachers and provide them with training tools and curriculum to provide safety training to youth.

**Benefit to MAG member agencies:** Valley Metro will work with member agencies to develop the specific plans, host training workshops, and provide tools and curriculum, including information for adults and children. Safety items will also be made available to member cities such as helmets, bike reflectors, or training tools such as bike rodeo materials.

**Benefit to the Public:**

- Reduce the number of injuries in the target population (adolescent children, between the ages of 7 and 17, especially boys, who have the highest incidence of bicycle accidents/incidents).
- Educate parents/grandparents/guardians who could be motivated to purchase helmets for their children and thereby reduce the number of accidents/incidents.
- Educate drivers of motor vehicles about bicycle safety to improve their awareness of and treatment of bicycles thereby reducing the number of accidents/incidents.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Traffic Signal Optimization Program (TSOP) On-Call

**Brief Description:** The MAG Traffic Signal Optimization Program (TSOP) has so far successfully completed 22 projects in eleven MAG jurisdictions. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization, and review of operations through simulation modeling. Assistance is provided by consultants hired by MAG through an on-call services contract.

The TSOP has been championed by the MAG Intelligent Transportation Systems Program to provide traffic engineering assistance for refining signal operations across the MAG region. It is one of the strategies identified in the MAG Regional Concept of Transportation Operations. Projects may generally cost up to \$30,000 and would not require a local match.

**Recommended by:** This project is recommended by MAG staff and the MAG ITS Committee recommendation for FY 2008 TIP. CMAQ funds for \$294,908 have already been programmed for this project. The balance of the project will be funded by FHWA funds, for a project total of \$300,000.

**Mission/Goal Statement:** The goal of this project is to ensure that the traffic signal operations in the region are efficient and safe, and will minimize the impact on the environment.

**Resources Required:** \$300,000

**Expected Outcome:** Improved traffic operations and reduced vehicular emissions. Signal optimization projects have been found to produce benefit to cost ratios as high as 40 to 1.

**Benefit to MAG member agencies:** MAG member agencies would benefit from being able to adjust signal timing to account for changes in traffic patterns due to new developments and traffic growth. These adjustments will postpone the need for costly long-term road capacity improvement by improving traffic flow with existing resources.

**Benefit to the Public:** Reduced motorist frustration and resulting, unsafe driving by reducing stops and delay. Improved traffic flow through a group of signals, thereby reducing emissions and fuel consumption.



Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Transportation Planning Workshop Series

**Brief Description:** The Transportation Division will host a Transportation Planning Workshop Series, consisting of three workshops over the year for member agencies and stakeholders on transportation planning topics. This workshop series will provide an opportunity for member agencies to explore different transportation planning activities that could benefit their community and the MAG region. These workshops will consist of educational materials, participatory exercises, exploration of planning tools, and speakers and presenters. The transportation planning topics that are under consideration include: access management, context sensitive design, right of way preservation, development impact fees, dust control measures, and traffic calming measures, such as roundabouts, among other possible topics.

**Recommended by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** The workshop series would allow MAG staff to educate and work with member agencies and the public about different transportation planning options, fostering dialogue, ideas, and opportunities to benefit their community and the MAG Region.

**Resources Required:** \$20,000

**Expected Outcome:** There will be three workshops held throughout the year that will be based on different Transportation Planning topics and tools. These workshops will target the information needs of our member agencies and the public and will provide an opportunity for member agencies to explore different transportation planning activities to be implemented in their community and the MAG region.

**Benefit to MAG member agencies:** MAG member agencies are the chief beneficiaries of the transportation planning workshops series, which will provide opportunities for new innovative planning tools, transportation options, and dialogue about current practices in the Region and the state.

**Benefit to the Public:** Members of the public can attend, and will benefit from the member agencies' knowledge as they are the main users of the region's transportation system.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Assessment of Access Management Practices

**Brief Description:** The implementation of effective access management can reduce congestion, improve public safety, facilitate the use of alternate modes of transportation, and reduce commute times, fuel consumption, and vehicular emissions. As the regional planning agency, MAG has the unique opportunity to aid local governments in the identification and implementation of these strategies.

An assessment of the region's access management practices is required to determine the current management policies and practices. Upon completion of the assessment, MAG will be better suited to assist member agencies in achieving the benefits of effective access management.

This research and analysis will provide MAG with a baseline report on access management efforts in the MPO area and could lead to the development of best access management practices that can be shared with member agencies.

**Recommended by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** To expand our role in regional transportation planning for the MAG region by compiling current practices of a key transportation system planning practice component, access management.

**Resources Required:** \$35,000

**Expected Outcome:** The result of the analysis will be a state of the practice assessment of the current access management practices and policies of MAG member agencies. The analysis will allow MAG to determine how to assist member agencies managing access within their jurisdictions and encourage continuity on multi-agency projects in the region. In addition, the assessment can assist in the development of a mechanism to support access management strategies in the programming of other projects.

**Benefit to MAG member agencies:** Assessing member agencies' access management practices and policies will allow MAG to facilitate the use of best practices in the region. Through the implementation of effective access management policies and practices, member agencies can reduce congestion, improve public safety, facilitate the use of alternate modes of transportation, and reduce commute times, fuel consumption, and vehicular emissions.

**Benefit to the Public:** Members of the public will benefit from reduced commute times and fuel emissions. In addition, members of the public and the private sector will benefit from a reduction in the number of capacity improvements needed in the MAG region.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** MAG Traffic Interchange (TI) Spacing Policy Study

**Brief Description:** The primary purpose for the project will be to establish consent among member agencies for greater TI spacing on future regional freeway corridors; especially those recommended in the Hassayampa Valley and Hidden Valley Transportation Framework Study. Recent studies by the Federal Highway Administration suggest that increasing the distance between traffic interchanges along a freeway considerably improves safety and capacity. Data from these studies show that a freeway corridor with two-mile TI spacing at two miles has up to 2½ times fewer crashes over a freeway corridor with one-mile spacing, and a greater throughput in capacity. Presently, there is no regional policy on traffic interchange spacing for the Freeway System; rather, the spacing defaults to one mile on most regional freeway corridors.

**Recommended by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** Safety is the ultimate priority in planning the Valley freeway system. In light of the statistics presented above, the purpose of this project will be to work with member agencies and the Arizona Department of Transportation to establish a policy for the Regional Council to consider for Traffic Interchange spacing.

**Resources Required:** \$75,000

**Expected Outcome:** The primary purpose for the project will be to establish consent among member agencies for greater TI spacing on future regional freeway corridors; especially those recommended in the Hassayampa Valley and Hidden Valley Transportation Framework Study. To meet this purpose, a consultant will be engaged to formulate a work program, consisting of, but not limited to, discussions with affected stakeholders (including the development community), strategy development with representatives from the Arizona Department of Transportation and Federal Highway Administration – Arizona Division, and communication with all affected MAG member agencies. The study program will also discuss the consequences for adopting greater TI spacing, and provide recommendations for transportation planning of appropriate support facilities to minimize impacts on the local roadway network. After the work program is complete, and an appropriate policy drafted, it is anticipated the recommendation will be carried through the MAG Committees process and to the Regional Council for adoption.

**Benefit to MAG member agencies:** Presently, MAG member agencies, the Arizona Department of Transportation, and the Federal Highway Administration receive considerable pressure from the development community to allow for traffic interchanges on the regional freeway system at the one-mile spacing. A TI spacing policy lessens the burden on MAG member agencies in the interests of regional safety and mobility.

**Benefit to the Public:** Statistics from FHWA demonstrate the significant safety and capacity benefits to the motoring public that can be realized on a freeway with TI spacing greater than the current one-mile spacing that is presently being constructed in the Valley.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** MAG Regional Bicycle and Pedestrian Facilities Integration Study

**Brief Description:** An integrated regional transportation system that provides for mobility and transportation choices is part of the Regional Transportation Plan. Seamless integration of facilities that provide adequate and safe travel for bicyclists and pedestrians into other transportation projects is an important element needed to achieve this goal. The accommodation of bicyclists and pedestrians into projects has been on an ad hoc basis. An evaluation of national best practices and the development of simple design guidelines to achieve the goal of full integration is a critical next step for the region. The findings of this study will provide comprehensive framework for approaching bicyclists and pedestrians through common sense solutions and easily applied and cost-effective design guidelines and evaluation tools that can result in creating "Complete Streets" in the MAG region.

**Recommended by:** This project is recommended by MAG staff and the MAG Regional Bicycle Task Force.

**Mission/Goal Statement:** Funding the MAG Regional Bicycle and Pedestrian Facilities Integration Study fits into MAG's mission to promote the development and expansion of all modes of transportation. According to the Regional Transportation Plan, "MAG has maintained an active role in promoting the establishment of improved travel opportunities for bicyclists for many years."

**Resources Required:** \$75,000

**Expected Outcome:** This project will produce a set of guidelines that review the practices of other states on the cutting edge of transportation integration, and develop a range of applications for our region. Evaluations will include performance measures, along with instructions for their use, and simple cost-benefit analyses tools. The work product will be presented in a short check list system to be used during project planning.

**Benefit to MAG Member Agencies:** MAG member agencies will obtain the use of a planning professional experienced in best practices for integrating bicycle and pedestrian facilities into their transportation projects with the goal of creating Complete Streets. In addition, member agencies will be provided an opportunity to explore innovative solutions to common regional problems.

**Benefit to the Public:** The key to economic viability for a community is how liveable and healthy that community is. Having an interconnected network of bicycle facilities is one of the best measures of a liveable city. Providing safe and appropriate bicycle facilities encourages people to bicycle and walk, which would reduce negative impacts of motorized travel on air quality and congestion.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** 2009 Bicycle Design Assistance Program

**Brief Description:** The Bicycle Design Assistance program is developed in a manner similar to the Pedestrian Design Assistance Program. The intent of the program is to design crossing for on-street and off-street facilities with an emphasis on creating an interconnected network. There are hundreds of miles of canals that can potentially be connected to create an amazing green belt throughout the region, similar to Scottsdale's Indian Bend Wash.

**Recommended by:** This project is recommended by MAG staff and the MAG Regional Bicycle Task Force.

**Mission/Goal Statement:** Funding the design of bicycle facility projects for MAG member agencies fits into MAG's mission to promote the development and expansion of all modes of transportation. According to the Regional Transportation Plan, "MAG has maintained an active role in promoting the establishment of improved travel opportunities for bicyclists for many years."

**Resources Required:** \$250,000

**Expected Outcome:** Three to six member agency projects would be identified by the MAG Regional Bicycle Task Force. Each member agency would identify a consultant from a pre-approved MAG list to design their selected projects. Projects could then be constructed using federal or local funding. As with the Pedestrian Design Assistance Program, this program is intended to leverage other federal and local funding for construction.

**Benefit to MAG Member Agencies:** MAG member agencies will obtain the use of a planning professional experienced in "best practices" for bicycle facilities. Designing projects with these funds will help leverage construction funding. In addition, member agencies will be provided an opportunity to explore innovative solutions to common regional problems.

**Benefit to the Public:** The key to economic viability for a community is how liveable and healthy that community is. Having an interconnected network of bicycle facilities is one of the best measures of a liveable city. Providing safe and appropriate bicycle facilities encourages people to bicycle, which would reduce negative impacts of motorized travel on air quality and congestion.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** 2009 Pedestrian Design Assistance Program

**Brief Description:** The Pedestrian Design Assistance program was initiated in 1996 to encourage the development of designs for pedestrian facilities according to the *MAG Pedestrian Policies and Design Guidelines*. The intent of the program is to stimulate integration of pedestrian facilities into the planning and design of all types of infrastructure and development.

**Recommended by:** This project is recommended by MAG staff and the MAG Pedestrian Working Group.

**Mission/Goal Statement:** Funding the design of pedestrian projects in MAG member agencies fits into MAG's mission as stated in the Regional Transportation Plan to promote the development and expansion of all modes of transportation.

**Resources Required:** \$150,000

**Expected Outcome:** Three to five projects submitted by MAG member agencies will be designed by professional consultants using the *MAG Pedestrian Policies and Design Guidelines*. Using local consultants in conjunction with staff from the member agencies educates both the public and private sector on the importance of pedestrian sensitive design.

**Benefit to MAG Member Agencies:** MAG member agencies obtain planning and design assistance for pedestrian projects that may not be designed any other way. Designing projects in accordance with the *Guidelines* educates member agency staff and community stakeholders on best practices in pedestrian design. Design projects through this program leverages additional funding for construction of the pedestrian facilities.

**Benefit to the Public:** Designing pedestrian facilities in accordance with the *Guidelines* results in safe, comfortable, and desirable pedestrian facilities. Providing appropriate pedestrian facilities encourages people to walk, which would reduce the negative impacts of motorized travel on air quality and congestion while simultaneously creating more economically viable and healthy communities.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Valley Metro/RPTA Planning Support

**Brief Description:** This project provides funding from MAG to Valley Metro/RPTA to support staffing requirements in four specific program areas: 1) long range transit planning; 2) short range transit planning; 3) capital planning; and 4) planning program administration.

**Recommended by:** This project is recommended by MAG staff and Valley Metro/RPTA.

**Mission/Goal Statement:** Provide ongoing planning support and coordination to ensure the future bus transit network will address the needs of the public.

**Resources Required:** \$224,720

**Expected Outcome:** This request will help fund Valley Metro/RPTA's staffing needs during FY 2009, providing ongoing planning support and coordination for the future bus transit system.

**Benefit to MAG member agencies:** Continued planning support and coordination of the future bus transit system identified in the MAG Regional Transportation Plan.

**Benefit to the Public:** The proposed project supports Valley Metro/RPTA's ongoing planning efforts to develop a bus network that will meet the needs of the public.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Non-Recurring Congestion Study

**Brief Description:** Non-Recurring Congestion (NRC) on freeway and arterial systems is caused by traffic incidents, breakdowns, construction zones, planned events, weather events, etc. The Freeway Service Patrol and other incident management activities tend to reduce the impact of NRC on overall freeway operations. Nationally it is estimated that nearly 35 percent of all delay on freeways could be due to NRC. However, there have been no studies that have fully examined this phenomenon to identify the true magnitude of the impact of NRC. If, for example, the true impact of NRC in the I-10 or I-17 corridors is equivalent to the reduction of one lane of capacity during peak periods, more proactive steps toward freeway incident management could lead to significant reductions in congestion and delay. The same could be said of arterial operations. The impact of incidents on the available capacity will be estimated by this project, based on actual incident data gathered from ADOT, DPS, Phoenix Fire, and 911 logs.

This study will accomplish the following:

- Determine the true impact of NRC on freeway and arterial operations in the MAG region;
- Identify a suite of effective countermeasures and strategies that could be implemented in the region, and the resources the needed – infrastructure, staff and operating funds.

**Recommended by:** This project is recommended by MAG Staff and the MAG ITS Committee.

**Mission/Goal Statement:** The goal of this project would be to gain a better understanding of the role played by various traffic and weather events that lead to non-recurring traffic congestion on freeways and arterials. Such an understanding could lead to effective operational countermeasures that would help regain lost capacity due to NRC, thus reducing the immediate and very costly demand for construction of new road capacity.

**Resources Required:** \$300,000

**Expected Outcome:**

- A better understanding of systemwide capacity reduction caused by Non-Recurring Congestion events;
- Identify a suite of effective countermeasures, based on the experience in other urban regions and through corridor simulation modeling, that could be implemented by the various stakeholders in the MAG region;
- Develop a recommendation for implementing a basic set of countermeasures in the MAG region within five years.

**Benefit to MAG member agencies:** More efficient freeways and arterials with reduced delays during peak periods. Reduced demand for new road capacity construction.

**Benefit to the Public:** If the study recommendations are adopted and implemented by MAG member agencies the following would result:

- Reduced traffic delays
- Improved air quality
- Improved quality of life in the MAG region.



Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Non-Engineering Strategies for Improving Road Safety On-Call

**Brief Description:** The effectiveness of transportation safety improvements is linked to how well the improvements address the underlying human factors. Many safety strategies are strictly related to engineering such as the road geometry, traffic signal timing, etc. Recent experience in road safety has documented that non-engineering strategies can be more effective than engineering solutions, in many instances. However, very little is understood about the metrics on how non-engineering strategies, such as education and enforcement, impact overall road safety. This study will examine the accumulated experience and research in this area, within and outside the United States, to develop metrics that could be used in road safety planning at the regional and local levels.

**Recommended by:** This project is recommended by MAG staff and the MAG Transportation Safety Committee.

**Mission/Goal Statement:** The goal of this study is to develop metrics on the effectiveness of non-engineering road safety countermeasures. The study findings could be used in Safety Planning to determine resource needs to address Enforcement, Education, and Emergency Medical Services areas of a comprehensive safety improvement strategy.

**Resources Required:** \$50,000

**Expected Outcome:** The study results will provide better information on the linkage between road safety improvements and:

- Levels of enforcement
- Road safety education and outreach
- Emergency medical services – such as quick access to trauma centers etc.

**Benefit to MAG member agencies:** Study results will enable MAG member agencies to better understand the road safety payoff from enforcement and educational efforts at the regional and local levels; justify, possibly in a quantitative manner, investment in non-engineering countermeasures; enhance transportation safety; save lives and money; and, reduce congestion.

**Benefit to the Public:** Potential action by local agencies leading to overall improvements in road safety to reduce crashes, fatalities, injuries, and the associated costs.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Evaluation of Roundabout Signage On-Call

**Brief Description:** In recent years, a number of roundabouts have been constructed in the Phoenix metropolitan area. The first few roundabout were mostly on local road systems. Lately, however, local agencies have begun to build roundabouts at higher volume arterial intersections. Roundabouts generally eliminate the need for traffic signals at intersections, unless the traffic volumes on the approaches are very high. Roundabout operations eliminate more severe intersection crashes, such as angle crashes or crashes due to red-light-running. There is a movement in the country towards more roundabouts.

Good signage is essential for safe and effective roundabouts operations. Traffic signs on streets are based on what is recommended in the Manual of Uniform Traffic Control Devices (MUTCD). Signage for roundabouts have not been incorporated in the MUTCD as yet. As a result, agencies that have constructed roundabouts have installed traffic signs that are not all uniform. This study will investigate the effectiveness of different roundabout traffic signs that are currently being used in the MAG region.

Findings from this study would contribute towards a standard practice in roundabout signage.

**Recommended by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** The goal of this project is to study the effectiveness of roundabout signage currently in use in the MAG region. The study findings could lead to common standards for roundabout signs.

**Resources Required:** \$50,000

**Expected Outcome:** The study will indicate which roundabout signs are more effective than others in communicating directions to drivers negotiating through roundabouts.

**Benefit to MAG member agencies:** Safer and more efficient roundabouts at MAG member agencies. Enhance transportation safety, save lives and money, and reduce congestion.

**Benefit to the Public:** Potential action by local agencies leading to overall safety improvements. Reduce crashes, fatalities, injuries and the associated costs.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Transportation Software Development and Support On-call

**Brief Description:** Provide on-going support for model-related software development tasks. Areas of expertise will include FORTRAN, C, C#, Java, ArcGIS and GISDK and possibly dynamic traffic assignment software (this will depend on the outcomes of the on-going work.) This on-call service will ensure that development, maintenance and support of the existing MAG transportation modeling software is uninterrupted.

**Recommended by:** This project is recommended by MAG staff and the Greater Phoenix Area Transportation Modeling Group.

**Mission/Goal Statement:** Provide in-depth analysis and quality transportation forecasts for the purposes of regional transportation planning and informed decision making by MAG member agencies. Advance state-of-the-practice in MAG transportation modeling, data collection and analysis, and achieve emerging state-of-the-art in metropolitan transportation modeling.

**Resources Required:** \$250,000

**Expected Outcome:** Technical support and development for transportation software.

**Benefit to MAG member agencies:** Consistent and uninterrupted travel forecasting and transportation modeling support for the member agencies.

**Benefit to the Public:** Better transportation planning decisions in the region, and increased public awareness of regional transportation issues.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Development of the MAG Regional Activity-Based Model - Phase II

**Brief Description:** This is Phase II of a multi-phase, multi-year effort to transition the MAG Travel Demand forecasting model to an Activity Based Model, which is state-of-art for the industry. Activity based models are thought to best replicate trip making behavior compared to the traditional four-step modeling process that MAG currently uses. This project ensures continuity in the activity-based model development. Activity-based model developments takes three to five years to fully implement. MAG has structured the development in a way that provides clear benefits and deliverables upon completion of each development stage. This project is planned to continue through FY 2010.

**Recommended by:** This project is recommended by MAG staff and the Greater Phoenix Area Transportation Modeling Group.

**Mission/Goal Statement:** This is Phase II of a multi-phase, multi-year effort to transition the MAG travel demand forecasting model to an Activity Based Model, which is state of the art for the industry. Activity based models are thought to better replicate trip making behavior compared to the tradition four-step modeling process that MAG currently uses. This will implement advanced, state-of-the-practice in MAG transportation modeling, data collection and analysis, and achieve emerging state-of-the-art practices in metropolitan transportation modeling.

**Resources Required:** \$500,000

**Expected Outcome:** Completed second phase of the activity-based model development, including, but not limited to integration of trip-generation models in the daily activity modeling framework, completion of tour-based and destination models. A detailed list of tasks of the phase two development will be based on the results of the first phase.

**Benefit to MAG member agencies:** Development of new advanced forecasting tools to answer upcoming planning challenges and increase quality and sensitivity of travel forecasting in the region.

**Benefit to the Public:** Better transportation planning decisions based on the increased quality of information provided to the decision makers.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Texas Transportation Institute (TTI) Research of Archived Traffic Data

**Brief Description:** This study will first examine the robustness and accuracy of the new ground truth data source, and then develop an analytical methodology aimed at studying spatiotemporal arterial traffic mobility, dynamic traffic condition monitoring, and traffic reliability and variability. The methodology will be tested and evaluated on selected arterial corridors before being applied on a regional level.

**Recommended by:** This project is recommended by MAG staff and the Greater Phoenix Area Transportation Modeling Group.

**Mission/Goal Statement:** The study will evaluate traffic mobility on MAG freeway and arterial networks through new ground truth data sources. TTI researchers will investigate archived ground truth traffic data provided by leading traffic information companies. This information will assist MAG in establishing a state-of-the-practice methodology to evaluate MAG region's traffic conditions, especially on arterial streets that are currently not monitored. The robustness of this new data source and performance of the methodology will be first tested on selected arterial corridors before being conducted on a region-wide level. Due to the availability of year round ground truth travel time and speed data, the advanced analyses based on this study's outcomes, such as arterial mobility, dynamic traffic condition monitoring, traffic reliability and variability, will benefit MAG transportation modeling and performance measurements.

**Resources Required:** \$95,000

**Expected Outcome:** New travel time and speed data collection methodology to replace probe car surveys in order to constantly monitor MAG freeway and arterial traffic condition.

**Benefit to MAG member agencies:** New sets of data for planning and forecasting purposes, with year round and wider spatiotemporal coverage of travel time and travel speed.

**Benefit to the Public:** Better transportation planning decisions for the region.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** TTI Urban Transportation Performance Measure Research

**Brief Description:** This research information will focus on congestion measurements in the region based on the FHWA metropolitan traffic mobility database, and will provide continuous research on freight mobility at a state-wide level and arterial mobility data collection practices.

**Recommended by:** This project is recommended by MAG staff and the Greater Phoenix Area Transportation Modeling Group.

**Mission/Goal Statement:** The Texas Transportation Institute is the leading research group for providing analysis of urban mobility in the U.S. MAG has worked closely with TTI to improve its data collection and analyses methodologies. This has resulted in a better understanding of the components of transportation congestion.

**Resources Required:** \$25,000

**Benefit to MAG member agencies:** Current data for transportation planning and forecasting purposes.

**Benefit to the Public:** Better planning decisions in the region.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Public Involvement Disability Outreach Associate

**Brief Description:** Federal transportation law requires that environmental justice be part of any transportation plan to prevent discrimination and to ensure the full and fair participation of minority populations and low-income populations in the transportation decision-making process. MAG implemented the Associate Outreach program in 2001 to provide targeted outreach to Title VI communities, including the disability community. The Disability Outreach Associate serves as a liaison between MAG and the disability community, developing methods to engage the community in the transportation planning process, while achieving high levels of participation from the community and securing participation and promoting activity in the planning and programming process.

**Recommended by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** To implement, as part of the Regional Transportation Plan , a public outreach program that ensures the full and fair participation of all potentially affected communities in the transportation decision-making process. Ensure that the plan identifies and addresses, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on protected populations.

**Resources Required:** \$20,000

**Expected Outcome:** Assist in the development of a statewide transportation plan that includes the development of systems, services, and solutions that meet the needs of the public, including disability communities. Better transportation decisions that meet the needs of all people and the creation of transportation facilities that fit harmoniously into communities.

**Benefit to MAG member agencies:** Active public involvement by all affected stakeholders helps strengthen community-based partnerships; helps develop transportation facilities that fit harmoniously into communities; and, provides populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.

**Benefit to the Public:** Regional transportation solutions that ensure safety and mobility for all, while avoiding, minimizing, or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on Title VI and other protected populations.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Transportation Public Involvement Support

**Brief Description:** In order to ensure meaningful public input into the statewide transportation planning efforts, it will be crucial to actively involve members of the public, business, and professional organizations. MAG proposes setting aside funding for public involvement and community outreach events specifically designed to collect input on the Building a Quality Arizona project.

**Recommended by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** To develop a statewide transportation plan that ensures the full and fair participation of all potentially affected communities in the transportation decision-making process.

**Resources Required:** \$30,000

**Expected Outcome:** The development of a statewide transportation plan that includes the development of systems, services, and solutions that meet the needs of the public, including minority and low-income communities. Better transportation decisions that meet the needs of all people and the creation of transportation facilities that fit harmoniously into communities.

**Benefit to MAG member agencies:** Active public involvement by all affected stakeholders helps strengthen community-based partnerships; helps develop transportation facilities that fit harmoniously into communities; and provides populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.

**Benefit to the Public:** Statewide transportation solutions that ensure safety and mobility for all, while avoiding, minimizing, or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.



Draft MAG FY 2009 Work Program  
Proposed New Projects

Transportation Division

**Project Name:** Valley Metro Rail Planning Support

**Brief Description:** This project provides funding from MAG to Valley Metro Rail (VMR) to support VMR's staffing needs during FY 2009.

**Recommended by:** This project is recommended by MAG staff and Valley Metro Rail.

**Mission/Goal Statement:** Provide ongoing planning support and coordination to ensure the future light rail system will address the needs of the public.

**Resources Required:** \$500,000

**Expected Outcome:** This request will help fund Valley Metro Rail's staffing needs during FY 2009, providing ongoing planning support and coordination for the future light rail system.

**Benefit to MAG member agencies:** Continued planning support and coordination of the future 57-mile light rail system identified in the MAG Regional Transportation Plan.

**Benefit to the Public:** The proposed project supports Valley Metro Rail's ongoing planning efforts to develop a 57-mile light rail system that will meet the needs of the public.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Information Services Division

**Project Name:** Digital Aerial Photography

**Brief Description:** MAG and MAG member agencies use digital aerial photography for a variety of planning and GIS purposes. In this rapidly developing area, it is important to have up-to-date imagery to track development and land use, and to plan for future growth. This project also provides the digital aerial photography to member agencies at no additional cost to the member agency.

**Recommended by:** This project is recommended by MAG staff and the Population Technical Advisory Committee.

**Mission/Goal Statement:** Having annual updates to the digital aerial photography enhances member agency and MAG planning and mapping capabilities.

**Resources Required:** \$80,000

**Expected Outcome:** Up-to-date imagery enabling MAG and MAG member agency staff to use and display more current and therefore accurate information.

**Benefit to MAG member agencies:** MAG will purchase the imagery with a license that allows MAG to distribute a copy of the imagery to each MAG member agency.

**Benefit to the Public:** New imagery will enable MAG and MAG member agencies to enhance their planning efforts and allow them to provide better information to the public regarding new and existing developments.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Information Services Division

**Project Name:** MAGIC Assistance

**Brief Description:** There are a number of data collection and Geographic Information System (GIS) tasks that are sometimes required by MAG Information Center (MAGIC) clients that can easily be performed by an intern or a MAG Associate. This frees up valuable time for the MAG GIS staff, while at the same time giving a new entrant in the field or a consultant the opportunity to work on significant regional projects.

**Recommended by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** Provide data collection and Geographic Information System (GIS) support to free up valuable time for the MAG GIS staff, while at the same time giving a new entrant in the field or a consultant the opportunity to work on significant regional projects.

**Resources Required:** \$25,000

**Expected Outcome:** This position will allow Information Services staff to provide a greater level of GIS support to MAG staff and MAG member agencies by assisting in the maintenance of MAG core GIS datasets.

**Benefit to MAG member agencies:** This position will allow MAG GIS staff to continue to provide high quality GIS services to MAG member agencies while at the same time potentially collecting funded data and information that would be useful in the future.

**Benefit to the Public:** Information and data sets will remain current for use by member agencies, MAG, and the general public.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Information Services Division

**Project Name:** MAG GIS Assistance

**Brief Description:** There are a number of Geographic Information System (GIS) tasks that are required that can easily be performed by an intern or MAG Associate. This frees up valuable time for the MAG GIS staff, while at the same time giving a new entrant in the field or a consultant the opportunity to work on significant regional projects.

**Recommended by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** Provide Geographic Information System (GIS) support to free up valuable time for the MAG GIS staff, while at the same time giving a new entrant in the field or a consultant the opportunity to work on significant regional projects.

**Resources Required:** \$25,000

**Expected Outcome:** This position will allow Information Services staff to provide a greater level of GIS support to MAG staff and MAG member agencies by assisting in the maintenance of MAG core GIS datasets.

**Benefit to MAG member agencies:** This position will provide GIS services at a lower cost, thereby reducing the financial needs of the organization.

**Benefit to the Public:** Information and datasets will remain current for use by member agencies, MAG, and the general public.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Information Services Division

**Project Name:** Activity Based Socioeconomic Modeling Sub-models

**Brief Description:** The future direction of socioeconomic and transportation modeling centers around activity-based models, where the behavior of each person in an area is modeled. The MAG socioeconomic models are headed in this direction and there are plans to update the MAG transportation models using activity based modeling methods. In order to support the enhanced modeling efforts of both models, current base and projected socioeconomic data sets must be developed. A consultant project is needed to continue to identify, develop, and implement activity based sub-models using the AZ-SMART framework. Such models include school enrollment, temporal dimensions of employment, and detailed household characteristics.

**Recommended by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** Enhancements to current sub-models is essential for the development of a socioeconomic model that can adequately support an activity based transportation model.

**Resources Required:** \$100,000

**Expected Outcome:** Development of sub-models using the AZ-SMART framework.

**Benefit to MAG member agencies:** Activity data sub-models will be able to better support the transportation modeling and socioeconomic projections data requirements of MAG Member Agencies.

**Benefit to the Public:** Activity data sub-models will take advantage of the most advanced socioeconomic modeling techniques thus better supporting regional planning processes.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Information Services Division

**Project Name:** AZ-SMART Enhancements - Employment, Classification, and Redevelopment

**Brief Description:** MAG is in the process of developing a statewide socioeconomic model, Arizona Socioeconomic Modeling Analysis and Reporting Toolbox (AZ-SMART). The objective of the AZ-SMART Enhancements Project is to incorporate a sub-regional model, database design, calibration, interface, and applications to tie in with current AZ-SMART work. Specific additional tasks that have been identified include:

- Modeling employment by industry and occupational classification
- Methods for modeling redevelopment and infill development.

**Recommended by:** This project is recommended by MAG staff and the Arizona Councils of Governments.

**Mission/Goal Statement:** Enhancements for AZ-SMART will assist in the development of employment projections by industry and occupational classification. This additional support for the second phase is essential for the development of a socioeconomic model that can adequately support the transportation and regional planning activities at MAG.

**Resources Required:** \$150,000

**Expected Outcome:** Extension of the AZ-SMART suite of tools to include information on worksite locations by industry and households by occupation as well as information on redevelopment activities.

**Benefit to MAG member agencies:** AZ-SMART will be able to better support the ongoing transportation modeling and socioeconomic projections data requirements of MAG Member Agencies.

**Benefit to the Public:** AZ-SMART will take advantage of the most advanced socioeconomic modeling techniques and projection needs thus better supporting regional planning processes.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Information Services Division

**Project Name:** AZ-SMART Consultant Support for MAG

**Brief Description:** MAG is in the process of developing a statewide socioeconomic model, Arizona Socioeconomic Modeling Analysis and Reporting Toolbox (AZ-SMART). The AZ-SMART socioeconomic modeling suite will primarily support socioeconomic activities at MAG. AZ-SMART will build upon a model that MAG currently uses, the Subarea Allocation Model (SAM). Consultant support will be needed to provide detailed technical guidance, support on the transition and implementation, and testing for AZ-SMART.

**Recommended by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** The support provided by the consultant will ensure that the state-of-the-art components of SAM are replicated in AZ-SMART in order to support the MAG transportation model, and better enable member agencies to determine demands on infrastructure and services.

**Resources Required:** \$45,000

**Expected Outcome:** Support for the development and testing of AZ-SMART.

**Benefit to MAG member agencies:** AZ-SMART will enhance the current socioeconomic modeling capabilities at MAG. It will better support the data requirements for transportation modeling and other regional analysis.

**Benefit to the Public:** AZ-SMART will take advantage of the most advanced socioeconomic modeling techniques thus better supporting regional planning processes.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Information Services Division

**Project Name:** MAG Associate, Census 2010

**Brief Description:** MAG staff may need assistance in preparation for Census 2010. It is critical that MAG not only have adequate staff to continue to support existing and planned services and programs, but also be able to adequately address the needs that will be presented by Census 2010. It is possible that additional resources may be needed to provide this level of support in the coming year.

**Recommended by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** MAG needs to be able to support MAG member agencies with adequate staff to address the needs that will be presented by Census 2010.

**Resources Required:** \$50,000

**Expected Outcome:** This MAG Associate will allow MAG to continue the high level of support for MAG member agencies.

**Benefit to MAG member agencies:** This MAG Associate will enable MAG to provide support to MAG member agencies as necessary, thus reducing the potential for duplication of effort. The Decennial Census count is used to distribute billions of federal dollars to cities and towns.

**Benefit to the Public:** The Decennial Census count is used to distribute billions of federal dollars to citizens in the MAG Region.



Draft MAG FY 2009 Work Program  
Proposed New Projects

Communications Division

**Project Name:** Video Outreach Associate

**Brief Description:** A Freelance writer/producer Associate is needed to assist in the video outreach program through project management. An Associate would help with pre-production; shot-sheeting and writing scripts; and overseeing post-production.

**Recommended by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** Surveys have found that an overwhelming majority of Americans get their news and information through the medium of television over all other forms of media. Through the use of television production equipment and facilities, MAG utilizes its Video Outreach Program to help inform Valley residents of MAG's role and responsibilities in the region and to encourage public participation in the development of MAG plans and programs. These video segments are distributed to air on city cable channels and other broadcast outlets in order to reach the broadest possible community.

**Resources Required:** \$24,000

**Expected Outcome:** The MAG Communications Division began its Video Outreach Program in 2007 with the purchase of television production equipment and staff training. A number of successful videos have been produced to date. Unfortunately, due to workload issues and limited staff resources, many additional videos have been shot but never produced, resulting in key transportation and air quality messages not reaching the public. A freelance writer/producer would be able to assist at key points in the production and enable these important videos to be completed.

**Benefit to MAG member agencies:** As members of the MAG organization, member agencies play a key role in developing regional policies. The Video Outreach Program provides positive exposure regarding this role and increases the public understanding of local governments' regional responsibilities and accomplishments.

**Benefit to the Public:** The MAG Video Outreach Program performs an important public service by communicating information about air quality, transportation, and human services issues to the general public, encouraging public participation in the development of MAG plans and programs, and resulting in a better informed and active citizenry.

Draft MAG FY 2009 Work Program  
Proposed New Projects

Communications Division

**Project Name:** MAG Web Site Support

**Brief Description:** An extensive update of the MAG Web site in both graphic presentation and functionality is needed. The new interface and functions would be based on both internal and external user input, and recommendations from outside consultants.

**Recommended by:** This project is recommended by MAG staff.

**Mission/Goal Statement:** Due to continual advancements in Internet technologies several upgrades and enhancements are needed to continue our current upgrade to the Web. Our current Web site configuration is now five years old, and in that time it has met and exceeded our service needs. Since its initial deployment, however, many useful new Web technologies have developed and become established mainstream standards. The inclusion of some of these technologies would greatly increase the usability of the MAG Web site and enhance the end user's experience. These enhancements would include an update of the search mechanism on the MAG Web site to provide better search results; and, the use of standard Web development tools and software such as Adobe Dreamweaver for routine maintenance and organization of the Web site. The use of more interactive interface elements will facilitate the location of information on the MAG site. The use of XML (Extensible Markup Language) formats will permit the use of larger data structures.

**Resources Required:** \$20,000

**Expected Outcome:** A more useful and user-friendly Web site. Users will be able to find the information they are looking for with fewer visits to new pages and minimal use of the search utility. Search requests will provide more accurate results, resulting in less frustration and greater utilization of the site.

**Benefit to MAG member agencies:** As members of the MAG organization, member agencies rely on the MAG Web site for up-to-date information on policies, planning, and scheduling. The MAG Web site provides constant, positive exposure regarding MAG's role as a planning agency and increases the public understanding of local governments' regional responsibilities and accomplishments.

**Benefit to the Public:** The MAG Web site performs an important public service by communicating information about air quality, transportation, and human services issues to the general public, encouraging public participation in the development of MAG plans and programs, and resulting in a better informed and active citizenry.

## MAG Federally Funded Projects Status Report

Since October 2002, MAG staff has produced a status report on the progress of local sponsored federally funded projects. These projects are administered at the local agency in conjunction with the ADOT Local Government section and adhere to the rigorous federal clearances. The information in this report is based on milestones met at ADOT Local Government section. This report includes information for projects that are in the current year of the TIP, funded by CMAQ or MAG-STP, and are classified as 'Street', 'Bicycle', 'Pedestrian', 'AQ or TDM' or 'ITS' projects. **PLEASE NOTE:** This report does not include work that is done at the local agency prior to project work done with ADOT.

### **REPORT COMPONENTS**

**Status:** This column identifies the status of the project. Status field values are as follows:

- Abandoned. The project has been abandoned for federal funding by the sponsoring agency.
- Active. The project is under active development at ADOT Local Governments (documents submitted related to DCR and/or clearances).
- At-Risk. The project is highly unlikely to obligate in the fiscal year it is programmed.
- Authorized. The project has obligated.
- Closeout Project: Project is included for closeout and is generally already designed or is procurement or design project.
- Deferral Requested. The sponsoring agency has requested to defer the project.
- Inactive. The project sponsor has not contacted ADOT or at most has only obtained project numbers from ADOT.

### **Project Identification Numbers, Location and Description Information:**

- Top Row: Lists various identification numbers for the project: MAG TIP Identification Number, the ADOT Tracs Number and, the Federal Project Number
- Middle Rows: These rows provide the location and work description of the project as it is listed in the MAG TIP.
- Bottom Row: Explains the classification of project: Street, Bicycle, Pedestrian, AQ or TDM, or ITS.

**Project Funding:** This box lists project funding sources and amounts as listed in the MAG TIP.

**Development Schedule:** This is a simplified calendar that shows the month when key clearances and design approvals were achieved by the project. A capital 'A' in a column indicates the approval by ADOT. The columns in the calendar are as follows:

- Phase: This identifies an item to be approved. The labels in this column are as follows:
  - a. DCR - The Design Concept Report for the project
  - b. Envir. - Environmental Clearance for the project
  - c. Design - The plans, specification and estimates package for the project

**Summary Note:** Provides a short summary note concerning the project.

**This information can also be found at the MAG FedTIP Website: <http://fedtip.mag.maricopa.gov/index.asp>**

# Federal FY 2008 MAG Federal Projects Only

Status	Project Identification Numbers, Location and Description Information		Project Funding	Development Schedule												Summary Note																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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Active	AVN08-624	SS645 01C	CM-AVN-Q(201)	CMAQ	\$194,180																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							

# Federal FY 2008 MAG Federal Projects Only

Status	Project Identification Numbers, Location and Description Information	Project Funding	Development Schedule																									Summary Note
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			Phase	07	0	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	
Active	CHN07-302C SS 549 03D & 01C CM-CHN-0(025) Chandler - Dobson Rd at Warner Rd (phase 1 of 2), Construct dual left turns and add auxiliary lanes in all Street	CMAQ																										DCR: Approved Envir :Approved Design: Plans at 95% IGA under development for construction.  Project ready to obligate
		DCR	A																									
		Envir	A																									
Inactive	CHN07-601 Chandler - Commonwealth Ave: Hamilton St to McQueen Rd, Pave dirt road AQ or TDM	CMAQ																										Nothing received on the project as of 1/29/2008
		Phase	07	0	N	D	J <td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td>	J <td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td>	J <td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td>	A <td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td>	O <td>N</td> <td>D</td> <td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td>	N	D	J <td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td>	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S</td></td></td></td></td>	M <td>J<td>J<td>A<td>S</td></td></td></td>	J <td>J<td>A<td>S</td></td></td>	J <td>A<td>S</td></td>	A <td>S</td>	S	
		DCR																										
Inactive	CHN08-606 Chandler - Consolidated Canal multi-use pathway at Germann and Pecos Rds, Install two pedestrian Pedestrian	CMAQ																										Nothing received on the project as of 1/29/2008
		Phase	07	0	N	D	J <td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td>	J <td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td>	J <td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td>	A <td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td>	O <td>N</td> <td>D</td> <td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td>	N	D	J <td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td>	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S</td></td></td></td></td>	M <td>J<td>J<td>A<td>S</td></td></td></td>	J <td>J<td>A<td>S</td></td></td>	J <td>A<td>S</td></td>	A <td>S</td>	S	
		DCR																										
Inactive	FTM07-601 Fort McDowell I.C. - Communitywide, Pave dirt roads program AQ or TDM	CMAQ																										Fort McDowell has indicated that it will use some of the CMAQ funding for design.
		Phase	07	0	N	D	J <td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td>	J <td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td>	J <td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td>	A <td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td>	O <td>N</td> <td>D</td> <td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td>	N	D	J <td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td>	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S</td></td></td></td></td>	M <td>J<td>J<td>A<td>S</td></td></td></td>	J <td>J<td>A<td>S</td></td></td>	J <td>A<td>S</td></td>	A <td>S</td>	S	
		DCR																										
Active	FTH07-301 SS 646 01C STP-FTH-0(200) Fountain Hills - Shea Blvd: Palisades Blvd to Fountain Hills Blvd, Widen for third (westbound) climbing lane Street	STP-MAG																										DCR expected to be approved by early February, T
		General Fund																										
		Total																										
Inactive	FTH08-601 SS 659 01C CM-FTH-(201)A Fountain Hills - Saguaro Blvd: Colony Dr to Desert Vista, Pave existing dirt alleys (east side) AQ or TDM	CMAQ																										Nothing received on the project as of 1/29/2008
		Phase	07	0	N	D	J <td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td>	J <td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td>	J <td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td>	A <td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td>	O <td>N</td> <td>D</td> <td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td>	N	D	J <td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td>	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S</td></td></td></td></td>	M <td>J<td>J<td>A<td>S</td></td></td></td>	J <td>J<td>A<td>S</td></td></td>	J <td>A<td>S</td></td>	A <td>S</td>	S	
		DCR																										
Inactive	GLB04-205 SS 616 03D & 01C Gilbert - Gilbert Rd: US-60 to Guadalupe Rd; and US-60: Dobson Rd to Gilbert Rd, Install fiber & conduit ITS	CMAQ																										Nothing received on the project as of 1/29/2008
		General Fund																										
		Total																										
Active	GLB05-107R SS 546 03D & 01C CM-GIL-0(14)A Gilbert - Eastern Canal: Baseline Rd to Guadalupe Rd (Santan Vista Trail phase I), Design and construct Bicycle	CMAQ																										No design documents beyond the DCR have been submitted as of 1/29/2008
		Phase	07	0	N	D	J <td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td>	J <td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td>	J <td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td>	A <td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td>	O <td>N</td> <td>D</td> <td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td>	N	D	J <td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td>	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S</td></td></td></td></td>	M <td>J<td>J<td>A<td>S</td></td></td></td>	J <td>J<td>A<td>S</td></td></td>	J <td>A<td>S</td></td>	A <td>S</td>	S	
		DCR	A																									
Active	GLB06-201R SS 547 01C CM-GIL-(012)A Gilbert - Eastern Canal: Guadalupe Rd to Elliot Rd (Santan Vista Trail phase II), Design and construct Bicycle	CMAQ																										No design documents beyond the DCR have been submitted as of 1/29/2008
		Phase	07	0	N	D	J <td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td>	J <td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td>	J <td>A<td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td>	A <td>S<td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td>	O <td>N</td> <td>D</td> <td>J<td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td>	N	D	J <td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td>	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S</td></td></td></td></td>	M <td>J<td>J<td>A<td>S</td></td></td></td>	J <td>J<td>A<td>S</td></td></td>	J <td>A<td>S</td></td>	A <td>S</td>	S	
		DCR	A																									

# Federal FY 2008 MAG Federal Projects Only

Status	Project Identification Numbers, Location and Description Information	Project Funding	Development Schedule																												Summary Note
			Federal FY 2008														Federal FY 2009														
			Phase	07	0	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S			
Active	GLB07-302 SS 548 01C CM-CHN-0(024) Gilbert - Eastern Canal: Elliot Rd to Warner Rd (Santan Vista Trail phase III), Design and construct multi-use Bicycle	CMAQ																													
		General Fund	A																												
		Envir	A																												
		Design																													
Inactive	GLN06-201 Glendale - Bell Rd at Skunk Creek (between 67th Ave and 75th Ave), Widen existing bridge to provide Bicycle	CMAQ																													
		HURF	07	0	N	D	J	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td>	J <td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td>	J <td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td>	A <td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td>	O <td>N</td> <td>D</td> <td>J</td> <td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td>	N	D	J	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S</td></td></td></td></td>	M <td>J<td>J<td>A<td>S</td></td></td></td>	J <td>J<td>A<td>S</td></td></td>	J <td>A<td>S</td></td>	A <td>S</td>	S				
		Envir																													
		Design																													
Authorized	GLN07-310 SS 592 01C CM-GLN-0(032) Glendale - 63rd Ave: Olive Ave to Grand Ave, Design and construct bicycle lane, including new paving in Bicycle	CMAQ																													
		General Fund	07	0	N	D	J	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td>	J <td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td>	J <td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td>	A <td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td>	O <td>N</td> <td>D</td> <td>J</td> <td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td>	N	D	J	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S</td></td></td></td></td>	M <td>J<td>J<td>A<td>S</td></td></td></td>	J <td>J<td>A<td>S</td></td></td>	J <td>A<td>S</td></td>	A <td>S</td>	S				
		Envir	A																												
		Design	A																												
Inactive	GLN07-779 Glendale - Various Locations: Camelback Rd, Litchfield Rd, Olive Ave, Greenway Rd, 83rd Ave, 75th Ave, Pave AQ or TDM	CMAQ																													
		HURF	07	0	N	D	J	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td>	J <td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td>	J <td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td>	A <td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td>	O <td>N</td> <td>D</td> <td>J</td> <td>F<td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td>	N	D	J	F <td>M<td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td>	M <td>A<td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td>	A <td>M<td>J<td>J<td>A<td>S</td></td></td></td></td>	M <td>J<td>J<td>A<td>S</td></td></td></td>	J <td>J<td>A<td>S</td></td></td>	J <td>A<td>S</td></td>	A <td>S</td>	S				
		Envir																													
		Design																													
Authorized	GLN08-604 SS591 01C CM-GLN-0(033) Glendale - 63rd Ave at Loop 101 (Agua Fria Fwy), Design and construct multi-use overpass over Loop Bicycle	CMAQ																													
		Sales Tax	07	0	N	D	J	F <td>M<td>A</td><td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>A</td> <td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td>	A	M <td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td>	J <td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td>	J <td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td>	A <td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td>	O <td>N</td> <td>D</td> <td>J</td> <td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td>	N	D	J	F <td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td>	M <td>A</td> <td>M<td>J<td>J<td>A<td>S</td></td></td></td></td>	A	M <td>J<td>J<td>A<td>S</td></td></td></td>	J <td>J<td>A<td>S</td></td></td>	J <td>A<td>S</td></td>	A <td>S</td>	S				
		Envir	A																												
		Design	A																												
Inactive	GLN08-605 Glendale - Glendale Ave: Loop 101 to Luke AFB, Pave access points AQ or TDM	CMAQ																													
		Sales Tax	07	0	N	D	J	F <td>M<td>A</td><td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>A</td> <td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td>	A	M <td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td>	J <td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td>	J <td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td>	A <td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td>	O <td>N</td> <td>D</td> <td>J</td> <td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td>	N	D	J	F <td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td>	M <td>A</td> <td>M<td>J<td>J<td>A<td>S</td></td></td></td></td>	A	M <td>J<td>J<td>A<td>S</td></td></td></td>	J <td>J<td>A<td>S</td></td></td>	J <td>A<td>S</td></td>	A <td>S</td>	S				
		Envir																													
		Design																													
Authorized	GLN08-801 SS 671 01C CM-GLN-0(204) Glendale - Various locations, Install CCTV Cameras ITS	CMAQ																													
		Sales Tax	07	0	N	D	J	F <td>M<td>A</td><td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>A</td> <td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td>	A	M <td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td>	J <td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td>	J <td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td>	A <td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td>	O <td>N</td> <td>D</td> <td>J</td> <td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td>	N	D	J	F <td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td>	M <td>A</td> <td>M<td>J<td>J<td>A<td>S</td></td></td></td></td>	A	M <td>J<td>J<td>A<td>S</td></td></td></td>	J <td>J<td>A<td>S</td></td></td>	J <td>A<td>S</td></td>	A <td>S</td>	S				
		Envir																													
		Design																													
Active	GDY07-301 SS 5058 01C CM-GDY-0(012) Goodyear - Bullard Ave: Yuma Rd to Van Buren St, Pave dirt road AQ or TDM	CMAQ																													
		General Fund	07	0	N	D	J	F <td>M<td>A</td><td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>A</td> <td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td>	A	M <td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td>	J <td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td>	J <td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td>	A <td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td>	O <td>N</td> <td>D</td> <td>J</td> <td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td>	N	D	J	F <td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td>	M <td>A</td> <td>M<td>J<td>J<td>A<td>S</td></td></td></td></td>	A	M <td>J<td>J<td>A<td>S</td></td></td></td>	J <td>J<td>A<td>S</td></td></td>	J <td>A<td>S</td></td>	A <td>S</td>	S				
		Envir	A																												
		Design	A																												
Inactive	GDY07-302 SS 557 01C CM-GDY-0(011) Goodyear - Chandler Heights Rd: Rainbow Valley Rd to one mile west, Pave dirt road AQ or TDM	CMAQ																													
		General Fund	07	0	N	D	J	F <td>M<td>A</td><td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td></td>	M <td>A</td> <td>M<td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td></td>	A	M <td>J<td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td></td>	J <td>J<td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td></td>	J <td>A<td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td></td>	A <td>S<td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J</td><td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td></td>	O <td>N</td> <td>D</td> <td>J</td> <td>F<td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td></td>	N	D	J	F <td>M<td>A</td><td>M<td>J<td>J<td>A<td>S</td></td></td></td></td></td>	M <td>A</td> <td>M<td>J<td>J<td>A<td>S</td></td></td></td></td>	A	M <td>J<td>J<td>A<td>S</td></td></td></td>	J <td>J<td>A<td>S</td></td></td>	J <td>A<td>S</td></td>	A <td>S</td>	S				
		Envir																													
		Design																													

## Federal FY 2008 MAG Federal Projects Only

Status	Project Identification Numbers, Location and Description Information	Project Funding	Development Schedule																												Summary Note
			Federal FY 2008														Federal FY 2009														
			Phase	07	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S			
Inactive	G DY07-304C SS 544 03D & 01C STP-GDY-0008)	STP-MAG \$746,000	DCR																										The agency indicates that the project may be deferred to 2010 or 2011.		
	Goodyear - Yuma Rd at Bullard Wash, Construct bridge and approaches	General Fund \$214,000	Envir																												
	Street	Total \$960,000	Design																												
Inactive	G DY07-709	CMAQ \$234,000	Phase	07	O	N	D	J	F	M	A	M	J	J	A <td>S<td>O<td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A<td>S</td><td rowspan="3">Nothing received on the project as of 1/29/2008</td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A<td>S</td><td rowspan="3">Nothing received on the project as of 1/29/2008</td></td></td>	O <td>N</td> <td>D</td> <td>J</td> <td>F</td> <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A<td>S</td><td rowspan="3">Nothing received on the project as of 1/29/2008</td></td>	N	D	J	F	M	A	M	J	J	A <td>S</td> <td rowspan="3">Nothing received on the project as of 1/29/2008</td>	S	Nothing received on the project as of 1/29/2008		
	Goodyear - Various Locations: Chandler Heights Blvd, Queen Creek Rd, Rainbow Valley Rd, Pave dirt roads	HURF \$234,000	DCR																												
	AQ or TDM	Total \$468,000	Design																												
Inactive	G DL04-201	STP-MAG \$47,000	Phase	07	O	N	D	J	F	M	A	M	J	J	A <td>S<td>O<td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A<td>S</td><td rowspan="3">Nothing received on the project as of 1/29/2008</td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A<td>S</td><td rowspan="3">Nothing received on the project as of 1/29/2008</td></td></td>	O <td>N</td> <td>D</td> <td>J</td> <td>F</td> <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A<td>S</td><td rowspan="3">Nothing received on the project as of 1/29/2008</td></td>	N	D	J	F	M	A	M	J	J	A <td>S</td> <td rowspan="3">Nothing received on the project as of 1/29/2008</td>	S	Nothing received on the project as of 1/29/2008		
	Guadalupe - 8413 S Avenida Del Yaqui, Install emergency signal device at fire station	HURF \$3,000	DCR																												
	ITS	Total \$50,000	Design																												
Inactive	G DL05-202	CMAQ \$500,000	Phase	07	O	N	D	J	F	M	A	M	J	J	A <td>S<td>O<td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A<td>S</td><td rowspan="3">Nothing new received on the project by ADOT as of 1/29/08</td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A<td>S</td><td rowspan="3">Nothing new received on the project by ADOT as of 1/29/08</td></td></td>	O <td>N</td> <td>D</td> <td>J</td> <td>F</td> <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A<td>S</td><td rowspan="3">Nothing new received on the project by ADOT as of 1/29/08</td></td>	N	D	J	F	M	A	M	J	J	A <td>S</td> <td rowspan="3">Nothing new received on the project by ADOT as of 1/29/08</td>	S	Nothing new received on the project by ADOT as of 1/29/08		
	Guadalupe - Guadalupe Rd: Highline Canal to Calle Bella Vista, Add left and right turn lanes, curb, gutter,	HURF \$340,000	DCR																												
	Street	Total \$840,000	Design																												
Active	LPK05-101C SS 607 03D & 01C CM-LPK-0(004)A	CMAQ \$886,420	Phase	07	O	N	D	J	F	M	A	M	J	J	A <td>S<td>O<td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A<td>S</td><td rowspan="3">ADOT has received 2nd submittal for envir. Clearance</td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A<td>S</td><td rowspan="3">ADOT has received 2nd submittal for envir. Clearance</td></td></td>	O <td>N</td> <td>D</td> <td>J</td> <td>F</td> <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A<td>S</td><td rowspan="3">ADOT has received 2nd submittal for envir. Clearance</td></td>	N	D	J	F	M	A	M	J	J	A <td>S</td> <td rowspan="3">ADOT has received 2nd submittal for envir. Clearance</td>	S	ADOT has received 2nd submittal for envir. Clearance		
	Litchfield Park - Litchfield Rd Bypass at Wigwam Boulevard, Construct bicycle underpass	HURF \$53,850	DCR	A																											
	Bicycle	Total \$940,270	Envir																												
Active	LPK08-801 SS 666 01C CM-LPK-0(200)A	CMAQ \$530,979	Phase	07	O	N	D	J	F	M	A	M	J	J	A <td>S<td>O<td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A<td>S</td><td rowspan="3">DCR Approved: has submitted some envir docs -- biology approved.</td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A<td>S</td><td rowspan="3">DCR Approved: has submitted some envir docs -- biology approved.</td></td></td>	O <td>N</td> <td>D</td> <td>J</td> <td>F</td> <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A<td>S</td><td rowspan="3">DCR Approved: has submitted some envir docs -- biology approved.</td></td>	N	D	J	F	M	A	M	J	J	A <td>S</td> <td rowspan="3">DCR Approved: has submitted some envir docs -- biology approved.</td>	S	DCR Approved: has submitted some envir docs -- biology approved.		
	Litchfield Park - Various locations, Pave unpaved alleys	Local \$227,562	DCR				A																								
	AQ or TDM	Total \$758,541	Design																												
Active	MMA120-06D	STP-MAG \$3,582,000	Phase	07	O	N	D	J	F	M	A	M	J	J	A <td>S<td>O<td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A<td>S</td><td rowspan="3">This is an ALCP Project.</td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A<td>S</td><td rowspan="3">This is an ALCP Project.</td></td></td>	O <td>N</td> <td>D</td> <td>J</td> <td>F</td> <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A<td>S</td><td rowspan="3">This is an ALCP Project.</td></td>	N	D	J	F	M	A	M	J	J	A <td>S</td> <td rowspan="3">This is an ALCP Project.</td>	S	This is an ALCP Project.		
	MAG/Multi-Agency - Northern Pkwy: US-60 (Grand Ave) to SR-303, Pre-design and design of roadway	HURF \$1,535,000	DCR																												
	Street	Total \$5,117,000	Design																												
Active	MMA120-08RW1	STP-MAG \$16,084,00	Phase	07	O	N	D	J	F	M	A	M	J	J	A <td>S<td>O<td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A<td>S</td><td rowspan="3">This is an ALCP Project</td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A<td>S</td><td rowspan="3">This is an ALCP Project</td></td></td>	O <td>N</td> <td>D</td> <td>J</td> <td>F</td> <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A<td>S</td><td rowspan="3">This is an ALCP Project</td></td>	N	D	J	F	M	A	M	J	J	A <td>S</td> <td rowspan="3">This is an ALCP Project</td>	S	This is an ALCP Project		
	MAG/Multi-Agency - Northern Pkwy: Dysart Rd to SR-303, Acquire right-of-way for roadway widening	HURF \$7,129,000	DCR																												
	Street	Total \$23,213,00	Design																												
Authorized	MMA05-214 SS 564 01C CM-MMA-0(043)	CMAQ \$1,000,000	Phase	07	O	N	D	J	F	M	A	M	J	J	A <td>S<td>O<td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A<td>S</td><td rowspan="3">Project has obligated</td></td></td></td>	S <td>O<td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A<td>S</td><td rowspan="3">Project has obligated</td></td></td>	O <td>N</td> <td>D</td> <td>J</td> <td>F</td> <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A<td>S</td><td rowspan="3">Project has obligated</td></td>	N	D	J	F	M	A	M	J	J	A <td>S</td> <td rowspan="3">Project has obligated</td>	S	Project has obligated		
	Maricopa County - PM-10 roads various locations, Pave dirt roads (FY 2005)	HURF \$1,000,000	DCR				A																								
	AQ or TDM	Total \$2,000,000	Envir				A																								
		Design				A																									



# Federal FY 2008 MAG Federal Projects Only

Status	Project Identification Numbers, Location and Description Information				Project Funding	Development Schedule																												Summary Note
						Federal FY 2008												Federal FY 2009																
						Phase	07	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S			
Active	MMA06-208R Maricopa County - PM-10 roads various locations, Pave dirt roads (FY 2006) AQ or TDM	SS 662 01C CM-MMA-0(200)	CMAQ	\$1,000,000	Phase																								This is a lump sum project for paving dirt roads. Envir Docs submitted					
					DCR																													
					Envir																													
Active	MMA08-806 Maricopa County - Regionwide, System enhancements to expand arterial traveler information systems, ITS	SS 683 01C CM-MMA-0(204)	CMAQ	\$291,725	Phase																							Federal and project numbers assigned.						
					DCR																													
					Envir																													
Active	MES07-313C Mesa - Main St: Mesa Dr to Mill Ave, Construct non intrusive detection systems, cameras, dynamic ITS	SS 613 01C CM-MES-0(032)	CMAQ	\$980,000	Phase																							DCR, all clearances and design approved. Request to obligate project sent to FHWA 1/22/08.						
					DCR	A																												
					Envir	A																												
Inactive	MES08-603 Mesa - Longmore: Broadway Rd to Main St (EVIT), Design and construct bicycle path to connect Bicycle	SS 613 01C CM-MES-0(032)	CMAQ	\$1,082,739	Phase																							Preliminary design, design is expected to occur in 2009 with construction in 2010. Mesa expects to defer the federal funding for this project into 2010.						
					DCR																													
					Envir																													
Inactive	MES08-604 Mesa - Loop 202 (Red Mtn Fwy), Design and install fiber optic cable and end evises and complete ITS	SS 613 01C CM-MES-0(032)	CMAQ	\$1,665,752	Phase																							It is expected that Mesa will request to defer the project into FY 2010.						
					DCR																													
					Envir																													
Inactive	MES08-807 Mesa - ITS Signal Conversions - Phase 3 (Mesa Dr. & Main St.), Expand fiber-optic network and link 11 ITS	SS 613 01C CM-MES-0(032)	CMAQ	\$838,700	Phase																							It is expected that Mesa will initiate design in FY 2009 and request to reprogram the construction to begin in FY 2010.						
					DCR																													
					Envir																													
Active	PEO06-202C Peoria - 91st Ave at Olive Ave, Construct intersection project Street	SS 603 03D & 01C CM-PEO-0(009)	CMAQ	\$646,773	Phase																							Received letter from Peoria requesting to defer the project to FY 2009. Plans at 95%, but has RW issues						
					DCR																													
					Envir																													
Active	PEO07-312 Peoria - Skunk Creek Corridor: 75th Ave to New River confluence (follows Greenway Ave), Develop multi-use Pedestrian	SS 643 01C CM-PEO-0(200)	CMAQ	\$2,100,000	Phase																							DCR Approved, Envir Cleared in August 2007. Plans at 95%						
					DCR	A																												
					Envir	A																												
Active	PEO08-602 Peoria - 84th Ave: Peoria Ave to Monroe St, Design and construct at-grade pedestrian improvements Pedestrian	SS 657 01C CM-PEO-0(201)	CMAQ	\$2,900,000	Phase																							DCR near approval as of 8/13/07						
					DCR																													
					Envir																													



# Federal FY 2008 MAG Federal Projects Only

Status	Project Identification Numbers, Location and Description Information			Project Funding	Development Schedule																												Summary Note	
					Federal FY 2008														Federal FY 2009															
					Phase	07	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S				
Active	PEO08-603 Peoria - Traffic Management Center, Construct Traffic Management Center ITS	SS 607 01C CM-PEO-0(202)	CMAQ	\$990,200	DCR																												ADOT sent in a request to obligate the project on 1/22/08.	
			HURF	\$424,350	Envir																													
			Total	\$1,414,550	Design																													
Active	PHX07-309 Phoenix - 19th Ave at Thunderbird Rd, Widen intersection Street	SS 627 01C	CMAQ	\$656,000	Phase	07	O	N	D	J	F <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A</td> <td>S</td> <td>O</td> <td>N</td> <td>D</td> <td>J</td> <td>F</td> <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A</td> <td>S</td> <td></td> <td rowspan="3">Environmental clearance approved; design at 98%; and expected to bid by 4/22/2008.</td>	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S		Environmental clearance approved; design at 98%; and expected to bid by 4/22/2008.		
			HURF	\$594,000	DCR		A																											
			Total	\$1,250,000	Envir																													
Active	PHX07-310 Phoenix - 24th St: Rio Salado to Roeser Rd, Improve pedestrian facilities Pedestrian		CMAQ	\$500,000	Phase	07	O	N	D	J	F <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A</td> <td>S</td> <td>O</td> <td>N</td> <td>D</td> <td>J</td> <td>F</td> <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A</td> <td>S</td> <td></td> <td rowspan="3">DCR and environmental clearance approved; right-of-way acquisition nearing completion. Ped/Bicycle Committee processing change to limits.</td>	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S		DCR and environmental clearance approved; right-of-way acquisition nearing completion. Ped/Bicycle Committee processing change to limits.		
			Bonds	\$1,889,577	DCR		A																											
			Total	\$2,389,577	Envir		A																											
Active	PHX07-314 Phoenix - 44th St at Indian School Rd, Widen intersection Street	SS61701C CM-PHX-0(057)	CMAQ	\$1,424,000	Phase	07	O	N	D	J	F <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A</td> <td>S</td> <td>O</td> <td>N</td> <td>D</td> <td>J</td> <td>F</td> <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A</td> <td>S</td> <td></td> <td rowspan="3">Design and all clearances approved. Bidding expected by 4/1/08</td>	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S		Design and all clearances approved. Bidding expected by 4/1/08		
			HURF	\$1,000,000	DCR		A																											
			Total	\$2,424,000	Envir		A																											
Inactive	PHX07-317 Phoenix - Downtown Phoenix, Design parking management system (phase 3) ITS		CMAQ	\$400,000	Phase	07	O	N	D	J	F <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A</td> <td>S</td> <td>O</td> <td>N</td> <td>D</td> <td>J</td> <td>F</td> <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A</td> <td>S</td> <td></td> <td rowspan="3">Nothing received on the project as of 1/29/2008</td>	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S		Nothing received on the project as of 1/29/2008		
			General Fund	\$100,000	DCR																													
			Total	\$500,000	Envir																													
Inactive	PHX07-612 Phoenix - 19th Ave at Greenway Rd, Design and acquire right of way for a multi-use path and bridge Bicycle		CMAQ	\$333,000	Phase	07	O	N	D	J	F <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A</td> <td>S</td> <td>O</td> <td>N</td> <td>D</td> <td>J</td> <td>F</td> <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A</td> <td>S</td> <td></td> <td rowspan="3">Phoenix is developing 30% plans</td>	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S		Phoenix is developing 30% plans		
			HURF	\$375,000	DCR																													
			Total	\$708,000	Envir																													
Inactive	PHX07-740 Phoenix - Various Locations, Pave dirt roads AQ or TDM		CMAQ	\$1,978,650	Phase	07	O	N	D	J	F <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A</td> <td>S</td> <td>O</td> <td>N</td> <td>D</td> <td>J</td> <td>F</td> <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A</td> <td>S</td> <td></td> <td rowspan="3">Nothing received on the project as of 1/29/2008</td>	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S		Nothing received on the project as of 1/29/2008		
			HURF	\$1,978,650	DCR																													
			Total	\$3,957,300	Envir																													
Inactive	PHX07-741 Phoenix - Various Locations, Pave dirt shoulders AQ or TDM		CMAQ	\$1,525,304	Phase	07	O	N	D	J	F <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A</td> <td>S</td> <td>O</td> <td>N</td> <td>D</td> <td>J</td> <td>F</td> <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A</td> <td>S</td> <td></td> <td rowspan="3">Nothing received on the project as of 1/29/2008</td>	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S		Nothing received on the project as of 1/29/2008		
			HURF	\$1,525,304	DCR																													
			Total	\$3,050,608	Envir																													
Authorized	PHX08-617 Phoenix - Various locations, Pave dirt alleys AQ or TDM	SS 654 01C CM-PHX-0(211)	CMAQ	\$1,278,900	Phase	07	O	N	D	J	F <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A</td> <td>S</td> <td>O</td> <td>N</td> <td>D</td> <td>J</td> <td>F</td> <td>M</td> <td>A</td> <td>M</td> <td>J</td> <td>J</td> <td>A</td> <td>S</td> <td></td> <td rowspan="3">The project has obligated and bid.</td>	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S		The project has obligated and bid.		
			HURF	\$548,100	DCR																													
			Total	\$1,827,000	Envir																													

# Federal FY 2008 MAG Federal Projects Only

Status	Project Identification Numbers, Location and Description Information			Project Funding	Development Schedule																												Summary Note
					Federal FY 2008														Federal FY 2009														
					Phase	07	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S			
Inactive	PHX08-870 Phoenix - Various locations, Pave unpaved roads AQ or TDM	SS 669 01C CM-PHX-0(214)	CMAQ	\$933,333	Phase																										Project numbers assigned		
			Local	\$400,000	DCR																												
			Total	\$1,333,333	Envir																												
Inactive	QNC06-201 Queen Creek - Ellsworth Rd at Ocotillo Rd, Reconstruct intersection to add left turn lanes, curb, gutter, Street		CMAQ	\$300,000	Phase																										Agency has notified ADOT that it plans to abandon the project		
			General Fund	\$100,000	DCR																												
			Total	\$400,000	Envir																												
Inactive	QNC07-745 Queen Creek - Chandler Heights Rd: Power Rd to Hawes Rd, Pave dirt shoulders AQ or TDM		CMAQ	\$111,691	Phase																										Nothing received on the project as of 1/29/2008		
			HURF	\$111,691	DCR																												
			Total	\$223,382	Envir																												
Inactive	QNC07-746 Queen Creek - Hunt Highway: Power Rd to Ellsworth, Pave dirt shoulders AQ or TDM		CMAQ	\$204,893	Phase																										Nothing received on the project as of 1/29/2008		
			HURF	\$204,893	DCR																												
			Total	\$409,786	Envir																												
Active	QNC08-803 Queen Creek - Queen Creek town center, Construct ITS infrastructure and traffic management system ITS		CMAQ	\$550,221	Phase																										DCR submitted for review		
			Other	\$917,100	DCR																												
			Total	\$1,467,321	Envir																												
Active	SCT04-119C Scottsdale - Scottsdale Rd: Pima Fwy to Indian School Rd, Construct smart corridor traffic control system ITS		CMAQ	\$1,822,800	Phase																										DCR: Approved 2/06 Envir :All technical documents submitted 4/06 R/W: Some of the uilities for the project outside of r/w Design: Plans at 30% as of 4/06; 60% plan review on hold.		
			Sales Tax	\$1,957,200	DCR	A																											
			Total	\$3,780,000	Envir																												
Inactive	SCT07-606 Scottsdale - Dynamite Blvd: Pima Red to Alma School Rd, Install Vertical Curb and Gutter AQ or TDM		CMAQ	\$500,000	Phase																										Nothing received on the project as of 1/29/2008		
			HURF	\$500,000	DCR																												
			Total	\$1,000,000	Envir																												
Active	SCT08-608 Scottsdale - Indian Bend Wash: Jackrabbitt Rd to Chaparral Rd, Add multi-use path and grade-separated Bicycle		CMAQ	\$494,891	Phase																										DCR approved and all tech docs for EC submitted as of 8/13/2007		
			Sales Tax or B	\$598,300	DCR	A																											
			Total	\$1,093,191	Envir																												
Inactive	SCT08-801 Scottsdale - Area enclosed by McKellips Rd to Indian School Rd and 64th St to Pima Rd, Replace traffic ITS		CMAQ	\$244,065	Phase																										Project numbers assigned.		
			Sales Tax	\$30,935	DCR																												
			Total	\$275,000	Envir																												

# Federal FY 2008 MAG Federal Projects Only

Status	Project Identification Numbers, Location and Description Information	Project Funding	Development Schedule																									Summary Note
			Federal FY 2008												Federal FY 2009													
			Phase	07	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	
Inactive	SUR07-325 SS653 01C SUR-CM-0(200) Surprise - Various locations, Pave dirt roads AQ or TDM	CMAQ	\$305,520																									Nothing received on the project as of 1/29/2008
		HURF	\$203,680																									
		Total	\$509,200																									
Active	SUR08-612 SS 675 01C CM-SUR-0(202)x Surprise - Surprise Center Pkwy at Statler Blvd, Supply and install TMC equipment (phase 1) ITS	CMAQ	\$600,000																									Projects numbers assigned; DCR submitted
		Impact Fees	\$400,000																									
		Total	\$1,000,000																									
Active	SUR08-806 SS 682 01C CM-SUR-0(202)x Surprise - Bell Rd at Coyote Lakes, Dysart Rd and 134th Ave, Equipment (CCTV cameras) and installation ITS	CMAQ	\$19,525																									Project numbers assigned; DCR submitted for review
		General Fund	\$10,475																									
		Total	\$30,000																									
Inactive	SUR08-819 SS620201C CM-TMP-0(027) Surprise - Saguaro View Area, Pave unpaved roads AQ or TDM	CMAQ	\$535,688																									Nothing received on the project as of 1/29/2008
		Local	\$2,439,312																									
		Total	\$2,975,000																									
Active	TMP04-102 SS60201C CM-TMP-0(027) Tempe - Curry Rd: Scottsdale Rd to McClintock Dr, Design and construct pedestrian facilities Pedestrian	CMAQ	\$438,200																									DCR and Environmental Clearance approved
		General Fund	\$105,600																									
		Total	\$543,800																									
Active	TMP05-105 SS61201C CM-TMP-0(028) Tempe - University Dr: Perry Lane to Price Rd, Design and construct pedestrian facilities Pedestrian	CMAQ	\$400,000																									DCR and Envir. Clr. Approved as of 8/13/2007.
		General Fund	\$100,000																									
		Total	\$500,000																									
Inactive	TMP07-303 SS 640 01C CM-TMP-0(203) Tempe - College Ave: Alameda Dr to Superstition Fwy, Improve pedestrian facilities (phase 1 of 2) Pedestrian	CMAQ	\$800,000																									Nothing received on the project as of 1/29/2008
		General Fund	\$201,000																									
		Total	\$1,001,000																									
Active	TMP07-312 SS664 01C CM-TMP-0(204) Tempe - West Dam: South Bank to North Bank, Construct bicycle/pedestrian bridge Bicycle	CMAQ	\$1,750,000																									DCR approved, but may be revised; Environmental clearance under review.
		General Fund	\$1,250,000																									
		Total	\$3,000,000																									
Active	TMP08-602 SS640 01C CM-TMP-0(203) Tempe - College Ave, Construct pedestrian improvements Pedestrian	CMAQ	\$1,750,000																									A kickoff meeting has been held and the agency is working on a draft DCR.
		General Fund	\$750,000																									
		Total	\$2,500,000																									

# Federal FY 2008 MAG Federal Projects Only

Status	Project Identification Numbers, Location and Description Information	Project Funding	Development Schedule																											Summary Note																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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February 5, 2008

TO: Members of the MAG Management Committee

FROM: Jeff Romine, MAG Senior Regional Economist

SUBJECT: UPDATE OF ECONOMIC CONDITIONS IN THE MAG REGION

MAG member agencies are currently preparing next year's budgets and determining capital improvement priorities. To assist MAG member agencies in understanding state and national economic trends, an economic update is being provided.

The national and regional economies have experienced a significant shift during the past three to six months. The national economy has slipped into a slowdown, and may now be in a recession. Much has been written about the effect on financial markets and the housing industry resulting from sub-prime mortgage lending practices. While these results are both real and important at the national and local economic level, the more critical concern has been the performance of the general economy. This national economic slowdown is impacting the regional economy, state and local fiscal conditions, and the price and demand of construction commodities.

#### National Economic Update

On January 30, 2008, the U.S. Bureau of Economic Analysis released the latest estimated Gross Domestic Product (GDP). The estimated real economic growth was only 0.64 percent for the 4<sup>th</sup> Quarter of 2007, resulting in an annual real GDP growth of just 2.2 percent. Also last week, the U.S. Bureau of Labor Statistics (BLS) released monthly employment estimates which showed a net loss of 17,000 jobs in January in the United States. **If this job estimate is not revised upward in the coming months, this would be the first national job loss since August 2003.** The total job gain for the latest three months is just 125,000. This job creation compares to nearly 300,000 new jobs for the previous three months and 584,000 new jobs for the same three months last year. Additionally, the Federal Reserve Open Market Committee reduced the Federal Funds rate to 3 percent (and the Discount Rate to 3.5 percent) this month.

Many national economists and analysts have now revised their forecasts to reflect a national recession having begun within the last 90 days. These forecasts are currently showing the recession to lasting up to three quarters. A closer look at U.S. Bureau of Economic Analysis' GDP estimate reveals a weakness in consumer spending and capital investment. Capital investment has been primarily driven down by eight straight quarters of negative residential investment growth. These two parts make-up about 85 percent of the nation's GDP, and further emphasizes the severity of current economic conditions.

### MAG Regional Economic Update

The health of the regional economy is generally measured by employment activity. The MAG region has enjoyed a sustained healthy economy with job growth averaging about 3.1 percent since 2000. Over the past two years, regional job growth reached 6 percent annually. The 2007 job growth returned back to the seven year average. However, last year's growth was not even across all sectors of the economy. As an example, the number of construction jobs has fallen by more than 20,000 since December 2006, a drop of more than 10 percent.

Retail spending is another closely watched barometer of economic activity in the region. Retail activity shows a slight reduction in overall spending in Arizona compared to a year ago. More detailed information is not yet available for the region, but a comparison between FY 2007 and FY 2006 for the region shows significantly slowed growth in two of the largest generators of transaction privilege (sales) tax revenues. The largest group, retail sales, slowed from a 15.5 percent annual growth in FY 2006 to only a 3.6 percent growth in FY 2007 in the region.

The regional economy may be able to avoid a regional economic recession, which is defined as negative job growth. General economic activity will be significantly lower than has been experienced since the 2001 national recession. The regional economy generally avoided the negative impacts of the last recession due to continued growth in construction and employment growth related to consumer spending. As these two key legs of the regional economy are likely to be affected in this national recession, it currently appears the duration of the regional economic slowdown may outlast the national slowdown or recession. It is now anticipated that the slow economic growth will continue well into 2009. A return to normal levels of job growth, housing activity (both starts and sales), and consumer spending will occur in 2010.

### State and Local Fiscal Conditions

As has already been cited, a slowdown has occurred in retail and other aspects of the consumer spending in the State and the region. According to the Joint Legislative Budget Committee (JLBC) staff and the Arizona Department of Revenue staff, revenue collections are down in the major revenue categories for the State; transaction privilege (sales) tax, individual income tax withholding, and corporate income tax. The combined impact is a reduction of 1.7 percent collections compared to same period a year ago. JLBC is suggesting a budget shortfall of \$970 million compared to the Governor's budget shortfall of \$870 million for FY 2008, as of January 29, 2008. The short fall increases to \$1.3 billion according to the Governor's Office in FY 2009, compared to a shortfall next year of \$1.7 billion according to JLBC.

The impact of the revenue shortfall, and the resulting budget cuts, will impact State Shared Revenue and a number of programs for member agencies. State Shared revenues comes from four pools of money; Urban Revenue Sharing (Income Tax), Transaction Privilege Tax, Highway Users Revenue Fund (HURF), and Local Transportation Assistance Fund (lottery proceeds). Of these four sources, the first and last are already set. Urban Revenue Sharing will increase 6.3 percent, to \$727.7 million in FY 2009. Of the remaining two, the Transaction Privilege Tax sharing pool will likely fall one percent to two percent (to about \$485 million) in FY 2009 due to reductions in sales activity. The HURF pool is likely to grow slightly, as the tax is a flat \$0.18 per gallon and fuel sales will likely remain constant or grow. However, the Legislature and Governor have called for a portion of the HURF funds to be used to meet the budget of the Arizona Department of Public

Safety. Thus this portion of state shared revenues may be reduced by as much as \$106 million, from the FY 2008 budgeted level of \$382.1 million. In summary, State Shared Revenues may fall between five percent to eight percent due to the State budget shortfall and slowed consumer sales spending.

A number of member agencies have already announced layoffs and hiring freezes, as well as mandatory five percent across-the-board budget cuts. Member agencies are experiencing direct revenue shortfalls to meet general and capital improvement budgets. Many member agencies have reported building permits activity as low as 50 percent of 2005 and 2006 levels. Local sales tax collections are reflecting similar patterns as state collections. Some member agencies may experience even lower year over year sales activity and tax collections. An additional factor affecting consumer spending and tax collections is customer preferences for newer or more convenient retail center in their community or a nearby community. These new centers often capture a greater share consumer spending in a competitive marketplace.

Arizona and the region's community are now alone in having to address budget shortfalls. California's budget shortfall is currently estimated at \$14-15 billion, or about 13 percent of the state budget. Nevada and Florida are estimating state budget shortfalls of about eight percent and six percent respectively.

#### Impact on Construction Costs

One of the benefits of a weakened economy is in the cost related to construction of public infrastructure, as well as private residential and commercial buildings. Over the past year, the Materials and Cost of Construction of the Producer Price Index has grown just 1.8 percent (compared to a ten percent annual increase in 2004 and a six percent annual increase in 2005). This cost index is made up of a number of commodities used in construction, and provides general insights to the changing costs to build buildings and infrastructure. As an example, cement prices have grown just 3.5 percent in the past year, and may begin to fall as shipments are down as much as 20 percent from the previous year. Another key construction commodity, fabricated steel, is up only 2.8 percent from the previous year. Overall, it is anticipated that the cost of construction for public infrastructure is likely to rise near or just slightly faster than general inflation. However, some commodities used may have higher levels of price volatility, such as diesel fuel prices and construction wage levels. The change in average construction wages may have as much to do with the loss of jobs as increased labor costs, causing a shift toward higher skills and experienced workers.

#### Looking Forward

The next two years will be a challenging period for many member agencies. Historically, the MAG region and Arizona have experienced faster rates of employment and income growth, leading to rapid growing tax revenues. In the 2001 national recession, the MAG region experienced little to no negative economic impacts, and was one of the strongest economic regions in the nation. A review of regional and state forecasts produced by many leading economic forecasters show strong economic and employment growth following this current economic slowdown. The MAG region is forecasted to more than double the nation's rate of job growth in the future. This job growth, combined with the traditional above average income growth, suggest both a very strong regional economy and growing member agency budgets.

If you have any questions, please contact me at (602) 254-6300.